Recognized Authority on Connellsville Coke Trade.

# The Weekly Courier.

Circulates Wherever Coke is Manufactured or Used.

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## Prices and Prospects.

# Prices for Both Spot and Contract Coke Are Higher As the Situation Improves

### Furnace Commanding $3.50 For Fourth Quarter Shipment.

## $3.50-$4 FOR CONTRACT

### According to Views of the Particular Group of Operators Approached to Sell. Several Negotiations Are in Progress; Foundry Is Broadening.

Special to The Weekly Courier

PITTSBURG Oct 5—With the advent of the fourth quarter of the year in which snow storms traffic delays and rising coke prices almost invariably occur Connellsville coke operators appear to have turned over a new leaf as to prices which are high on both for spot and for contract.

While the condition of the iron market is better and probably sufficiently better to justify higher prices for coke there is basis for claiming that the mere passage of time brings an advance. When a few weeks ago some sales of furnace coke to short periods were made at $3.50 it was asserted that $3.50 would be the proper price for fourth quarter shipment alone and would really be in keeping with $3.25 for a short period one that did not include a portion of winter.

The regular asking price for spot or prompt furnace coke is now $3.50 but there is some coke to be worked out of the situation before the market is really established at $3.50 as minimum. In some quarters it is held that a little coke could be picked up at $3.25 but that is decidedly doubtful as to really standard grade. The testimony of actual sales shows much less concession from $3.50 and in occasional instances that price has been obtained. The sales however have been almost wholly to miscellaneous consumers not blast furnace.

No contracts have been put through in the past week that would show plainly just where the market stands. [illegible] about half a dozen furnace interests have either been actively in the market with negotiation or have been sounding the market tentatively. The price from groups of operators those who ask $3.50 those who say they will not sell at $3.75 and those who say they can be counted out of the situation entirely until there is a $4.00 market. In the various negotiations one contract has seemed to be on the verge of being closed for three or four days but the matter hangs fire even though it is certain the furnace will buy Connellsville coke since it is to be blown in and it so it used geographically that there is no competition at all by by-product coke. The trade assumes that the deal has been hanging fire because the furnace wishes to shade $3.50 and has been unable to do so.

Of the two cases of Buffalo interests that were contemplating buying coke [illegible] blowing in one furnace each one [illegible] decided to defer the matter for a time while the other is still in the market. In Pennsylvania there are three furnaces which it is believed will buy coke and blow in very shortly the [illegible] Thomas Iron company furnace the stack of the F & E Brooke Iron company and Adrian furnace on the Allegheny valley.

The market for spot and prompt foundry coke has continued to broaden gradually. The outstanding feature of the situation is the widespread demand. Foundries all over the country are buying but in very reserved manner. There is no evidence that any are buying for stock to is far and the conclusion is that the melt of iron is increasing. Prices of foundry coke continue to stiffen. Standard grade can still be secured at $4.25 but there is a little more trend than formerly to $4.50 as a price for ordinary coke while several favorite brands are held firmly at $4.75 and are selling at that figure. There are even rumors that $5.00 which would be a new high price has been done but these rumors lack confirmation. There is practically no business in contract foundry coke. Some consumers would like to contract but operators are unwilling to tie themselves up. The market is now quotable as follows

| | |
|---|---|
| Spot furnace | $3.10 @ $3.50 |
| Contract furnace | $3.50 @ $3.75 |
| Spot foundry | $4.25 @ $4.75 |

The pig iron market all over the country are showing a stiffening tendency but there have been few actual advances in the past week. Basic in the local market is stronger. Late in July furnaces advanced their asking price from $18 to $20. Valley basis and soon obtained $19. Later they obtained $19.25 on several sales in succession and the market is now quotable at that figure as minimum while it is doubtful whether any more iron can be picked up at the price. A canvass a couple days ago showed that $21 could be shaded but only in the case of a very few producers. The $21 price on foundry iron is stiffly maintained. The Standard Sanitary Manufacturing company recently bought 11,000 tons for fourth quarter for the Allegheny and New Brighton works and paid the full price on almost all the tonnage. Bessemer remain at $20 but is in line for an advance as soon as any demand develops. The market is quotable as follows

| | |
|---|---|
| Bessemer | $20.00 |
| Basic | $19.25 @ 19.50 |
| Foundry | $21.00 |

These prices are f o b Valley furnaces. Freight to Pittsburg is $1.96.

Monthly average prices of spot coke this year at this year have been as follows

| | Fur | Fdry |
|---|---|---|
| January | [illegible] | [illegible] |
| February | [illegible] | [illegible] |
| March | [illegible] | [illegible] |
| April | [illegible] | [illegible] |
| May | [illegible] | [illegible] |
| June | [illegible] | [illegible] |
| July | [illegible] | [illegible] |
| August | [illegible] | [illegible] |
| September | [illegible] | 4.34 |

Monthly average prices of pig iron f o b Valley furnaces have been as follows

| | Bess | Basic | Fdry |
|---|---|---|---|
| January | [illegible] | [illegible] | [illegible] |
| February | [illegible] | [illegible] | [illegible] |
| March | [illegible] | [illegible] | 5.89 |
| April | [illegible] | [illegible] | [illegible] |
| May | [illegible] | [illegible] | [illegible] |
| June | [illegible] | [illegible] | [illegible] |
| July | [illegible] | [illegible] | [illegible] |
| August | [illegible] | [illegible] | [illegible] |
| September | 0.00 | [illegible] | 0.86 |

### COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville district (often called the Klondike and sometimes the Masontown district) to principal points for shipment, are as follows per ton of 2,000 pounds effective August 26 1920

| Destination | Rate |
|---|---|
| Baltimore | $3.30 |
| Buffalo | 3.64 |
| Canton | [illegible] |
| Chicago | 4.5[illegible] |
| Cleveland | 3.08 |
| Columbus | 3.08 |
| Detroit | 4.06 |
| E. St. Louis | [illegible] |
| Erie | 3.08 |
| Harrisburg | [illegible] |
| Joliet | [illegible] |
| Louisville | [illegible] |
| Milwaukee | [illegible] |
| New York | 4.41 |
| Philadelphia | [illegible] |
| Pittsburg | 1.68 |
| Port Henry N Y | 6.04 |
| Port Maitland Ont | 3.64 |
| Pottstown | [illegible] |
| Reading | 3.81 |
| Richmond Va (B & O) | [illegible] |
| Richmond, Va. (P R R) | [illegible] |
| South Bethlehem | [illegible] |
| Swedeland Pa | [illegible] |
| Toledo O | 3.64 |
| Wheeling | [illegible] |
| Valley Points | [illegible] |
| **For Export** | |
| From Connellsville district | |
| Philadelphia (F O B vessels) | $3.46 |
| Baltimore (F O B vessels) | 3.36 |
| From Latrobe district | |
| Philadelphia (F O B vessels) | [illegible] |
| Baltimore (F O B vessels) | 3.16 |

## PRICE OBJECTIVE FOR BARS, SHAPES AND PLATES HIGHER

### Demand for Sheets Stronger Than Supposed Buyers Taking Production as Fast as Ready

Special to The Weekly Courier

NEW YORK Oct 5—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows

Moved by the success of wire and sheet mills recently in their drive for tonnage to pave way for the price advances that have since become a fact in these lines the producers of bars shapes and plates have been campaigning for business evidently having for their object the raising of prices to a less unprofitable level. Shading of 1.60c on the products has been exceptional of late and only under special inducement while the objective seems to be prices of 1.65c on bars and 1.75c on plates and shapes. Already some mills are naming these as their regular prices.

The actual demand for sheets is found to be inherently stronger than was supposed. Over 200,000 tons was put on books of sheet makers in the recent movement and while it was thought that much of the tonnage was taken simply to avoid a price advance it is now found that the majority of the buyers really want the sheets as fast as they can be delivered. While it is not proved that the recent price advance will hold indefinitely some mills are already discussing the prospects of an additional advance and it is a fact that every day some business is being placed at the advanced prices.

Sheet mills are operating at about 75 per cent wire and tin plate mills at 60 or 70 per cent and pipe mills at not far from 50 per cent. In the heavy lines bars shapes plates and rails there is such light production that the output of ingots is at only about 35 per cent of capacity. The average fair to average between 40 and 50 per cent between now and the end of the year. Practically all prediction are that there will be further and marked improvement in tonnage by early spring.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

| PRODUCTION | WEEK ENDING OCTOBER 1, 1921 | | | | WEEK ENDING SEPTEMBER 24 1921 | | | |
|---|---|---|---|---|---|---|---|---|
| DISTRICT | Ovens | In | Out | Tons | Ovens | In | Out | Tons |
| Connellsville | 18,697 | 1,056 | 17,641 | 11,910 | 18,697 | 801 | 17,896 | 8,820 |
| Lower Connellsville | 16,883 | 057 | 15,826 | 10,390 | 16,883 | 2,557 | 14,326 | 4,930 |
| Totals | 35,580 | 4,113 | 31,467 | 22,300 | 35,580 | 3,358 | 32,222 | 13,750 |
| FURNACE OVENS | | | | | | | | |
| Connellsville | 15,470 | 260 | 15,210 | 2,700 | 15,470 | 260 | 15,210 | 2,800 |
| Lower Connellsville | 6,986 | 722 | 6,264 | 11,700 | 6,986 | 720 | 6,266 | 11,300 |
| Totals | 22,456 | 982 | 21,474 | 14,400 | 22,456 | 980 | 21,476 | 14,100 |
| MERCHANT OVENS | | | | | | | | |
| Connellsville | 3,227 | 796 | 2,431 | 9,210 | 3,227 | 11 | 2,686 | 6,020 |
| Lower Connellsville | 9,897 | 2,335 | 7,562 | 28,090 | 9,897 | 1,837 | 8,060 | 23,340 |
| Totals | 13,124 | 3,131 | 9,993 | 37,900 | 13,124 | 2,378 | 10,746 | 29,360 |

# *Proposed Railroad Merger Means Much For the Coke Region*

### Would Include Construction of Line From Wheeling to Connellsville.

## REALIZE GOULD'S DREAM

### Of Making the Western Maryland Part Of an Important East West Trunk Line, Would Add Important Terminal Facilities to B. & O. System

The proposal of the Interstate Commerce Commission to consolidate all of the major railroads of the United States in [illegible] systems is carried through as planned and authorized by the transportation act the result will be of material benefit to the line serving the Connellsville coke region and the Pittsburg district. It will also mean adding important and needed facilities to the Baltimore & Ohio the construction of the much discussed and often proposed line from Connellsville to Wheeling and the realization of George Gould's dream to develop the Western Maryland into a east and west trunk line.

As announced by the commission the tentative plan of consolidations is as follows insofar as it applies to the lines in Western Pennsylvania

The New York Central is to be formed into a system which will include the Cleveland Cincinnati Chicago & St Louis Boston & Maine Bangor & Aroostook Monongahela and others.

The Pennsylvania is to have added to its present system the Toledo Peoria & Western and the Long Island. An alternative proposition provides for the inclusion of the Monongahela railroad in case it is not coupled up with the New York Central system.

The Baltimore & Ohio is to be consolidated with the Reading the New York New Haven & Hartford and the Lehigh & Hudson in the east and the Monon in the west.

The Western Maryland is to be included in a system to be created through the consolidation of the Lackawanna east of Buffalo the Nickel Plate Buffalo to Chicago and the Cloverleaf. This would also include the Pittsburg & West Virginia the Wheeling & Lake Erie Buffalo Rochester & Pittsburg and part of the Lake Erie & Western.

Under the proposed consolidations the Pennsylvania would be affected very little but the Baltimore & Ohio would be materially strengthened by being provided with terminals at New York and Chicago while the Western Maryland would be given importance as part of a newly created system having access to large traffic producing territory.

A proposal that the Western Maryland be thrown into the Baltimore & Ohio system was rejected by the commission which proposes in lieu of this arrangement that the Western Maryland be linked up by a short piece of intermediate construction with the Wheeling & Lake Erie. By putting these roads into the Nickel Plate Lackawanna group the Pittsburg district and the coke region would thus establish contact with this new trunk line.

Such was the relationship set up in the ill fated Gould system many years ago. The report of the commission in announcing the plans says discussing the possibilities of this plan. The project was actively revived before the war by the Western Maryland interest. A natural through route is indicated especially in connection with the now reorganized Pittsburg & West Virginia terminals in Pittsburg.

The Lackawanna Nickel Plate in order to compete successfully must have access to soft coal territory and to the great iron and steel district around Pittsburg. This need is satisfied by inclusion in the system of the Wheeling & Lake Erie the Pittsburg & West Virginia and the Western Maryland. The first of these gives access to Northern Ohio from Cleveland where a short piece of construction would be necessary to reach Pittsburg. And then from Pittsburg to Connellsville another short piece of construction through not difficult territory as it appears would complete a direct route to the third great east port in the United States.

Plans for its complete development formed a part of the ambitious scheme of the old Gould transcontinental combination. On a more limited scale [illegible] and apparently with ample financial sponsorship they were revived in 1916.

The [illegible] technical experts declare this relationship to be natural and necessary. It relieves the Western Maryland at present hemmed in on all sides by powerful systems and it would afford an opportunity to utilize a good and direct route through the mountains paralleling and affording competition of course with the Baltimore & Ohio.

Possibly the 75 miles of new line from Wheeling to Connellsville would be joint in the interest of the Pennsylvania the Western Maryland and the Baltimore & Ohio. This would open up the [illegible] area of Greene county for coal development and the problem of relieving congestion about Pittsburg might also be aided by the grant of trackage rights over the Pittsburg & Lake Erie to the Western Maryland directly from Connellsville.

## COKE PRODUCTION

### In Connellsville and Lower Connellsville Districts Compared With 1920

The estimated production of coke in net tons in the Connellsville and Lower Connellsville districts by weeks with the total compared with the corresponding week of 1920 is shown in the following

| Week | | Merch | Furn | Total | Total 1920 |
|---|---|---|---|---|---|
| Jan | 1 | [illegible] | 111,83[illegible] | 13[illegible],458 | 118,865 |
| Jan | 8 | [illegible] | 146,360 | [illegible] | [illegible] |
| Jan | 15 | [illegible] | 141,60[illegible] | [illegible] | [illegible] |
| Jan | 22 | [illegible] | 111,[illegible] | [illegible] | [illegible] |
| Jan | 29 | [illegible] | 139,4[illegible] | 168,530 | [illegible] |
| Feb | 5 | 19,[illegible] | [illegible] | [illegible] | 39,944 |
| Feb | 12 | 19,080 | [illegible] | 146,110 | [illegible] |
| Feb | 19 | [illegible] | 117,811 | [illegible] | [illegible] |
| Feb | 26 | [illegible] | [illegible] | 120,[illegible] | [illegible] |
| Mar | 5 | [illegible] | 30,75[illegible] | 116,[illegible] | [illegible] |
| Mar | 12 | [illegible] | 83,411 | 108,500 | [illegible] |
| Mar | 19 | [illegible] | [illegible] | 65,505 | [illegible] |
| Mar | 26 | [illegible] | [illegible] | [illegible] | [illegible] |
| Apl | 2 | [illegible] | [illegible] | [illegible] | 48,005 |
| Apl | 9 | 10,980 | [illegible] | [illegible] | [illegible] |
| Apl | 16 | [illegible] | [illegible] | [illegible] | [illegible] |
| Apl | 23 | [illegible] | [illegible] | [illegible] | [illegible] |
| Apl | 30 | [illegible] | [illegible] | [illegible] | [illegible] |
| May | 7 | [illegible] | [illegible] | [illegible] | [illegible] |
| May | 14 | [illegible] | [illegible] | [illegible] | [illegible] |
| May | 21 | 23,780 | 18,900 | [illegible] | [illegible] |
| May | 28 | [illegible] | [illegible] | [illegible] | [illegible] |
| June | 4 | [illegible] | [illegible] | [illegible] | [illegible] |
| June | 11 | [illegible] | [illegible] | [illegible] | [illegible] |
| June | 18 | [illegible] | 11,500 | [illegible] | [illegible] |
| June | 25 | [illegible] | [illegible] | [illegible] | [illegible] |
| July | 2 | [illegible] | [illegible] | [illegible] | [illegible] |
| July | 9 | [illegible] | [illegible] | [illegible] | [illegible] |
| July | 16 | [illegible] | [illegible] | [illegible] | [illegible] |
| July | 23 | [illegible] | [illegible] | [illegible] | [illegible] |
| July | 30 | [illegible] | [illegible] | [illegible] | [illegible] |
| Aug | 6 | [illegible] | [illegible] | [illegible] | [illegible] |
| Aug | 13 | [illegible] | [illegible] | [illegible] | [illegible] |
| Aug | 20 | [illegible] | [illegible] | [illegible] | [illegible] |
| Aug | 27 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sept | 3 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sept | 10 | [illegible] | 14,10[illegible] | [illegible] | [illegible] |
| Sept | 17 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sept | 24 | [illegible] | [illegible] | [illegible] | [illegible] |
| Oct | 1 | [illegible] | [illegible] | [illegible] | [illegible] |

1920 to Date [illegible]
1921 to Date [illegible]

Decrease from 1920 [illegible]

## "ON TIME" RECORDS

### Of Baltimore & Ohio Show Progress Toward Perfection

BALTIMORE Oct 5—The on time performance of passenger trains during August on the Baltimore & Ohio especially a large terminals such as Baltimore is pointed to by C W Galloway vice president of operation and maintenance as showing the progress the Baltimore & Ohio has been making in its passenger service since the property was returned to private operation.

The Baltimore terminal division record of punctuality for the month reached the percentage of 98 just a point and a fraction below a perfect mark. The Ohio river division made a perfect record during the month all trains arriving on time.

## FIFTY LOCOMOTIVES OF MIKADO TYPE FOR USE ON THE B. & O.

### Specially Designed to Meet Freight Trade Conditions on System

## ARE POWERFUL MACHINES

Fifty Mikado locomotives for heavy freight service the latest and most advanced development of this type of railroad engine are being built by the Baldwin Locomotive Works of Philadelphia for the Baltimore & Ohio Railroad [illegible] along the [illegible] lines to recognize the advantage of the Mikado type of engine for this class of service and in the year 1914 locomotives of this pattern were ordered from Baldwin. They used saturated steam at a working pressure of [illegible] pounds with cylinders [illegible] inches in diameter and [illegible] inches stroke.

[illegible] the design a [illegible] work from a large number of additional Mikado type locomotives were subsequently built [illegible] as being introduced wherever possible to better qualify the engines for the particular condition existing on the Baltimore & Ohio system including the [illegible] engines now [illegible] constructed [illegible] to a number of [illegible] built by the Baldwin Works on this railroad [illegible] thus including the standard light Mikado type locomotive order [illegible] the United States Railroad Administration.

The new locomotives which are designated as Class Q-4 are now fully their working pressure is 2[illegible] pounds the cylinders measure 27 inches in diameter with [illegible] inches stroke and with driving wheels 64 inches in diameter their tractive force is [illegible] pounds. The boiler is of the extended wagon top type equipped with a superheater and a brick arch. The firebox is [illegible] feet long and [illegible] feet wide being six feet [illegible] inches deep at the front and six feet at the back. The total heating surface of the firebox boiler tubes and [illegible] tubes is [illegible] square feet and of the superheater [illegible] square feet. The total weight of the engine alone is 3[illegible],400 pounds and of the engine and tender combined [illegible] pounds. The water capacity of the tender is 10,000 gallons the capacity is [illegible] tons.

Forty five of the new engines are equipped with the Baker valve motion and five with the Young valve motion. Both are controlled by the Ragonnet type B power reverse mechanism. All of them have Duplex stokers for firing the fuel and one piece steel ash pans having single hoppers with swing bottoms. The pans give sufficient clearance for a booster if one should be desired hereafter that being a small supplemental engine to drive the trailer wheels and give extra power in starting a train on grade.

Another important feature of these locomotives is that they have steam heat equipment so that in emergencies they may be used in passenger service.

## SOFT COAL

### Shipments to Canada Show Big Gain Over First Six Months of 1920

The shipments of bituminous coal to Canada during the first six months of 1921 were [illegible] tons a gain of 1,457,812 tons as compared with the first half of 1920. March and April were the only months of this year when the shipments fell below those of corresponding months in 1920.

By months the shipments during the two years were as follows in net tons

| | 1921 | 1920 |
|---|---|---|
| [illegible] | [illegible] | [illegible] |
| February | [illegible] | [illegible] |
| March | [illegible] | [illegible] |
| April | [illegible] | [illegible] |
| May | [illegible] | [illegible] |
| June | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |

### Gain in British Coal Exports

August exports of coal from Great Britain were the greatest since January 1920 amounting to [illegible] tons. In July the first month of mining operations following the strike exports amounted to 816[illegible] tons and in June during the strike exports were only 8,000 tons.

## Production and Output

# Larger Gain Last Week in Active Ovens and Output Than Three Earlier Weeks

### Close to Records of March 26, the Second Week of the Great Slump.

## 755 MORE OVENS FIRED

### And Seven Plants Brought to Full Operation. Production Increased by 8,400 Tons. Forward Movement Develops Strength, More Activity Soon

[illegible] in the number of plants and [illegible] and the production of coke [illegible] considerably greater last week than during the whole of the [illegible] week immediately preceding. Seven plants [illegible] with 141 ovens and 11 others at plants already [illegible] were placed in the [illegible] bringing the [illegible] to 755 ovens and production [illegible] tons or a total of [illegible]. The greatest [illegible] in the week ended March 26 the second week after the slump began [illegible] when [illegible] were [illegible] production was [illegible] of last week with the bringing of [illegible] plants to full operation which had previously been running [illegible] were altogether [illegible]. This [illegible] noted when [illegible] the whole period of the decline on there were but [illegible] plants which had all of their ovens without break and that not until last week [illegible] number more than [illegible].

While [illegible] been confidently forecast that production would assume [illegible] proportions from week to week through the [illegible] of plants and ovens none of the trade prophets were [illegible] to venture the prediction that [illegible] an increase would take place within six days as the record for last week shows. However it correctly reflect a growing demand and larger consumption of coke it being a fact of the present situation that the coke is going into the market as fast as made and has there are no accumulations of stocks on loaded cars held on plant sidings until reservations can be secured. In other words it simply means that industrial and business conditions by which the coke trade is affected have undergone [illegible] are continuing to undergo changes necessary incident and precedent to expansion and that the coke trade is keeping step.

That there is to be further progress in this direction there is apparently no reasonable doubt. Coke buyers are still coming into the market and others are conducting negotiations with respect to future deliveries. More plants and ovens are being made ready to resume coke making and in all parts of the region there is an air of cheerful expectancy as to the prospects both immediate and remote.

The stability and strength of the forward movement in coke is rather strikingly illustrated by existing conditions. Notwithstanding the steady increase in production which in the earlier history of the region might have had the opposite effect prices continue to hold and also to display advancing tendencies. There is no over production due to two reasons. Consumers had no stocks on hand and are buying on the basis of consumptive needs. Again the coke producers are [illegible] the more [illegible] experience of other periods and are keeping output well within the [illegible] to market demand.

On the whole the coke trade considers that there are [illegible] of the feeling of encouragement which prevails and which is doubly welcome because of the long lean season which has been endured with such fortitude that patience has become a virtue.

The estimated production of coke during the week ended Saturday October 1 was [illegible] tons credited to the two districts in the following proportion Connellsville 11,910 and [illegible] tons Lower Connellsville [illegible] an increase of [illegible] tons [illegible] compared with [illegible] during the preceding week.

[illegible] production was divided [illegible] as follows Furnace 14,400 tons [illegible] merchant [illegible] tons as compared with [illegible] during the week ending September [illegible].

[illegible] augmentation [illegible] in the merchant [illegible]. The additions included [illegible] of blast [illegible] and considerable [illegible] as follows Elm Grove [illegible] Hill No [illegible] Thompson No [illegible] Lower Hill No [illegible]. Other [illegible] Donald [illegible] No [illegible] and 2 [illegible] Hill No [illegible] Washington No [illegible] Mt Pleasant [illegible] Coke [illegible] in full [illegible]. Another [illegible] coal loading operations [illegible] H C Frick Coke company were [illegible] the [illegible] of Mammoth and Hecla No [illegible] mines.

### A SLIGHT GAIN IN BEEHIVE COKE; SOFT COAL STILL BETTER

#### Former Increases 1000 Tons. Latter Attains Highest Mark Since January Last

Production of beehive coke in the United States again showed a slight increase according to the weekly report of the United States Geological Survey compiled by F G Tryon. The total output in the week ended September 24 is estimated at 58,000 net tons an increase over the revised figure of the preceding week of 1,000 tons. That the depression in the industry has been but little relieved however is seen in the fact that the output in the corresponding week in 1920 was nearly six times as large. Production in the Connellsville region according to The Courier was [illegible] tons against [illegible] in the week preceding.

Cumulative production during 1921 to date now stands at [illegible] of net tons but little more than one fourth that in 1920.

Production by states compared with the corresponding week of 1920 was as follows

| | | |
|---|---|---|
| Pennsylvania and Ohio | [illegible] | [illegible] |
| West Virginia | [illegible] | [illegible] |
| Alabama [illegible] | [illegible] | [illegible] |
| Virginia [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| New Mexico | [illegible] | [illegible] |
| Washington [illegible] Utah | [illegible] | [illegible] |
| [illegible] | 58,[illegible] | [illegible] |

Continued improvement marked the production of bituminous coal in the week and the resulting increase [illegible] lifted the output to one of highest mark attained since the first week in January.

The total output for the week ending [illegible] including lignite coal coked at the mines and mine fuel is estimated at 8,[illegible] net tons. This was an increase over the week preceding of 333,0[illegible] or [illegible] per cent.

The year 1921 is [illegible] a number of [illegible] tons behind 1919 [illegible] tons behind [illegible] and about 120,000,000 tons behind the average of the war years. Compared with the average of all four years it is [illegible] tons behind.

Before concluding that [illegible] normal production forecast a [illegible] shortage later it is necessary to take into account the decrease in consumption which has resulted from the [illegible] depression. During the first quarter of [illegible] consumption was about [illegible] less than in the corresponding period. No statistics are available however to show at what rate coal has been consumed since then.

### RUMOR OF STEEL MERGER

#### Current Again Would Include Companies in Youngstown District

The rumor that a merger of independent steel concerns in the Youngstown district is again in circulation. The companies mentioned are the Youngstown Sheet & Tube company the Trumbull Steel company Inland Steel company Republic Iron & Steel company and the Brier Hill Steel company.

### Republic Building More Mills

The Republic Iron & Steel company is completing the construction of eight additional sheet mills at Niles O. They will not be placed in operation until market conditions warrant.

# Fifty Years on Coke Yard Enough, Clifford Brothers File Pension Applications

Having rounded out 50 years of service on the coke yard, John Clifford, who is employed at the Davidson plant of the H. C. Frick Coke company, and his brother, Squire Michael D. Clifford who is on the payroll at the Continental No. 1 plant of the same company on the outskirts of Uniontown, have prepared to retire on pensions. John will soon be 65 years old, the squire passed his 66th milestone August 15.

Squire Clifford's application for pension was filed some time ago and he is now engaged in verifying dates. The application of his brother was filed Sept. 29. The squire was in Connellsville Thursday hunting up men with whom he had once been employed in the Connellsville region, among them P. J. Tormay who for many years was superintendent at Trotter. He also paid a call to The Courier office, having been an acquaintance of the late H. P. Snyder, founder and editor of the paper to the time of his death five years ago.

Squire Clifford also was for many years employed at Davidson at the time that that plant was operated by the Davidson family. His service there dated from 1871 to 1878. In the latter year he entered the employ of the H. C. Frick Coke company at the old Anchor plant between Dunbar and Mount Braddock. Since then he had been on the rolls at a number of plants, among them the Leisenrings, Trotter and several in the Morgan valley. Since 1902 he has been at Continental No. 1. His home is in the Whyel addition to Uniontown.

John Clifford has been at Davidson continuously for 50 years. He will round out 65 years in age on October 12. For some time he has been a coke drawer. His home is in Gibson avenue, Connellsville.

There are several other veterans—of 50 years or more—at Davidson. Boston Shaw, who has been carter, charger, mason helper and laborer, is said to be the oldest in point of service. Others are W. L. Buttermore, a mason, and William Swink, coal hauler and outside laborer.

## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 1, 1921.

| Ovens | In | Works | Name of Operators | Address. |
|---|---|---|---|---|
| | | | MERCHANT OVENS | |
| 152 | ... | Beatty ........ | Mt. Pleasant Coke Co ...... | Greensburg...... |
| 30 | ... | Brush Run ... | Brush Run Coke Company. | Mt. Pleasant.... |
| 150 | 150 | Clare.......... | Clare Coke Co.......... | Greensburg...... |
| 50 | 50 | Ellen No. 2 ... | Whyel Coke Co .......... | Uniontown...... |
| 100 | 100 | Elm Grove .. | W. J. Rainey, Inc. ........ | New York...... |
| 10 | ... | Franklin....... | Summit-C'ville Coke Co.... | Connellsville..... |
| 101 | ... | Gilmore ...... | Gilmore Coke Co ......... | Uniontown...... |
| 80 | ... | Grace.......... | Corrado-Schenck Coke Co. | Connellsville ... |
| 8 | ... | Helen ......... | [illegible] ........... | Youngwood...... |
| 145 | 145 | Humphreys ... | Humphreys Coal & Coke Co | Greensburg ..... |
| 16 | ... | Morgan ...... | Corrado-Schenck Coke Co... | Connellsville.... |
| [illegible] | 150 | Mt. Braddock | W. J. Rainey............ | New York...... |
| 410 | ... | Mt. Pleasant .. | Mt. Pleasant Coke Co...... | Greensburg...... |
| 32 | 32 | Myers ........ | Brownfield Coal & Coke Co | Uniontown...... |
| [illegible] | ... | Nellie ........ | Nellie Coke Co.......... | Connellsville.... |
| [illegible] | [illegible] | Oliver No. 1.. | Oliver & Snyder Steel Co .. | Pittsburg...... |
| 300 | 20 | Oliver No 2 ... | Oliver & Snyder Steel Co... | Pittsburg...... |
| 300 | 14 | Oliver No. 3... | Oliver & Snyder Steel Co... | Pittsburg...... |
| 50 | ... | Paul ........ | W. J. Rainey, Inc. ........ | New York...... |
| 100 | ... | Revere ........ | W. J. Rainey, Inc. ........ | New York...... |
| 40 | ... | Thomas ...... | Whyel Coke Co............ | Uniontown...... |
| 61 | ... | West Penn .... | West Penn Coke Co....... | Pittsburg...... |
| [illegible] | 735 | | FURNACE OVENS | |
| [illegible] | ... | Adelaide ...... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Alverton...... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Baggaley ...... | H. C. Frick Coke Co....... | Pittsburg...... |
| 500 | ... | Bitner ........ | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Brinkerton...... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Buckeye........ | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Calumet ...... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Central........ | H. C. Frick Coke Co....... | Pittsburg...... |
| 100 | ... | Collier ........ | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Continental 1... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Continental 2 .. | H. C. Frick Coke Co....... | Pittsburg...... |
| 400 | ... | Continental 3.. | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Crossland ..... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Davidson ..... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Dorothy........ | H. C. Frick Coke Co....... | Pittsburg...... |
| 110 | 110 | Dunbar........ | Amer. Manganese Mfg. Co.. | Dunbar...... |
| [illegible] | ... | Hecla No. 1 ... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Hecla No. 2 ... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Hecla No. 3 ... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | [illegible] | Hostetter ..... | Hostetter-C'ville Coke Co... | Pittsburg...... |
| 240 | ... | Juniata ....... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Kyle ........ | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Leisenring 1... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Leisenring 2 ... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Leisenring 3 ... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Leith ........ | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Lemont No. 1.. | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Lemont No 2 ... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Mammoth ..... | H. C. Frick Coke Co....... | Pittsburg...... |
| 399 | ... | Marguerite ... | H. C. Frick Coke Co....... | Pittsburg...... |
| 135 | ... | Mutual ........ | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Oliphant ...... | H. C. Frick Coke Co....... | Pittsburg...... |
| 400 | ... | Phillips........ | H. C. Frick Coke Co....... | Pittsburg...... |
| 443 | ... | Redstone ..... | H. C. Frick Coke Co....... | Pittsburg...... |
| 444 | ... | Shoaf.......... | H. C. Frick Coke Co....... | Pittsburg...... |
| 425 | ... | Southwest 1... | H. C. Frick Coke Co....... | Pittsburg...... |
| 150 | ... | Southwest 2 ... | H. C. Frick Coke Co....... | Pittsburg...... |
| 204 | ... | Southwest 3 .. | H. C. Frick Coke Co....... | Pittsburg...... |
| 901 | ... | Standard ...... | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Stewart ...... | Stewart Iron Co... ....... | Uniontown...... |
| 464 | ... | Trotter ...... | H. C. Frick Coke Co....... | Pittsburg...... |
| 359 | ... | United ........ | H. C. Frick Coke Co....... | Pittsburg...... |
| [illegible] | ... | Whitney ...... | Hostetter-C'ville Coke Co.. | Pittsburg...... |
| 300 | ... | Wynn ........ | H. C. Frick Coke Co....... | Pittsburg...... |
| 509 | ... | Yorkrun ...... | H. C. Frick Coke Co....... | Pittsburg...... |
| 15,470 | 260 | | | |

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

## Plan Is Adopted To Halt Mine Fire Under Hill Crest

The mine fire menacing the property of residents of Hillcrest and vicinity is to be stopped. This decision was reached Monday by a committee of people from that vicinity, citizens of Connellsville, the county commissioners and state representatives met at the Smith House for a conference. The county solicitor and county engineer were also present.

Work on removing the coal in the path of the fire will begin in two or three days, or as soon as the leases on the coal beneath the road can be transferred to a committee composed of E. T. Norton, A. C. Stickel and G. Corrado. The coal is owned by the H. C. Frick Coke company.

The efforts of the Fayette county commissioners have been influential in bringing action. A day and a half was spent in Harrisburg endeavoring to bring the seriousness of the situation before mine and highway officials there. The result was the coming out here Monday of Chief Button of the Bureau of Mines, Harrisburg, who looked over the situation with Mine Inspector S. S. Hall of the Connellsville district and Mine Inspector McDonald of the Greensburg district.

It is estimated that the steam shovels will have to go to a depth ranging from 10 to 25 feet. If the fire is encountered it will be shoveled out. The coal will be offered to Connellsville residents at a reasonable price and the profits applied to the cost of heading off the fire. It is estimated 5,000 tons can be mined.

The commissioners expressed a desire to do all possible to aid in extinguishing the fire and the aid of the state was also promised.

A number of business men met at the Smith House at noon Monday to discuss ways and means of securing funds to finance the fighting of the mine fire in the Hillcrest section, east of the city. A committee chairman was appointed to select the members of his organization and a popular drive will open next week.

The first plan will be to submit a popular subscription list to the citizens. All persons interested in their own property, the business welfare of the city or in averting ruin to the city itself, will be asked to subscribe.

One steam shovel began the work of removing the coal yesterday. Just how many will be put on the job was not made known today, but to get things moving work will be started with the single one.

The campaign for funds to finance the proposition will open next week.

## BIG ELECTRIC CONTRACT

### Chilean Government Awards Westinghouse Company $7,000,000 Work.

PITTSBURG, Sept. 29—A $7,000,000 contract for equipment to electrify the Chilean State railroad between Valparaiso and Santiago has been awarded by the Chilean government to the Westinghouse Electric International company, the foreign division of the Westinghouse Electric & Manufacturing company of Pittsburg, according to an announcement made by company officials last night. The equipment, including passenger and freight locomotives, electrical appliances and sub-station materials, will be manufactured at the plant of the company at East Pittsburg.

The contract is said to be the most important railway electrification undertaking since the beginning of the World War and is the largest ever undertaken by an American firm outside the United States.

### ORGANIC SULPHUR

#### Cannot Be Removed from Coal by Washing, Says Bureau of Mines.

An examination by the Bureau of Mines of samples collected in the Pratt coal seam in Alabama shows that the variation of sulphur content is due almost entirely to variations in the amounts of pyritic sulphur; the organic sulphur content remaining constant.

The determination of sulphur in raw coal and washed coal collected at the washery at Woodward, Ala., confirms previous conclusions that organic sulphur can not be removed by washing and is often higher in the washed coal.

### Increase Sales Force.

The Eastern Fuel company has added to the sales force of its New York office, J. F. Whelan, formerly in charge of the Matlack Coal & Iron corporation offices at Newport News and Philadelphia.

## Coal Movement to Lakes Improves, But Exports Fall Off

The movement of soft coal up the Lakes showed a decided improvement during the week ended September 25. A total of 610,537 net tons was dumped over the piers at Lake Erie ports. When compared with the dumpings in the preceding week, this was an increase of 134,447 tons. Of the total dumped, 585,390 tons were cargo coal and 25,447 tons were vessel fuel. Shipments in the corresponding week in 1920 totaled 905,769 tons.

The cumulative Lake movement now stands at 18,280,507 net tons. In comparison with the corresponding periods in recent years, the present season is nearly three and a half million tons ahead of 1920, 173,806 tons ahead of 1919, but over three million tons behind 1918.

The all-rail movement to New England continued to recover in the week ended September 21. Reports show that 2,412 cars of anthracite and 2,602 cars of soft coal were forwarded over the Hudson. When compared with the week before, increases of 225 and 364 cars, respectively, are shown.

Exports of soft coal from Hampton Roads continued to decline in the week ended September 24. As reported the total quantity dumped was 55,033 net tons, of which 27,860 tons were cargo coal and 27,173 tons were for foreign bunkers. The great decline in foreign demand is seen in the fact that from this port, which ordinarily handles 75 per cent of the overseas exports, shipments were less than one-tenth of the weekly average in June.

## Cambria Steel Superintendent Dies in Mishap

JOHNSTOWN, Oct. 3.—Charles H. Templeton, chief clerk of the mechanical department of the Cambria Steel company, was killed and two other men were injured when an automobile in which they were riding went down an embankment and overturned in a creek near here late last night.

Their machine had been sideswiped by another which failed to stop, according to the authorities.

## JOBLESS GET WORK

### Involuntary Idle of East Go to Western Farms.

WASHINGTON, Oct. 1.—Through recourse to "direct action" the national unemployment conference today had one victory to its credit in the campaign for relief of the nation's jobless.

U. Ledoux, champion of the unemployed, yesterday presented to the conference as "human documents" about half a hundred unemployed gathered in New York, Boston, Philadelphia and Baltimore. Nineteen left today for Williston, N. D., for work on farms and funds for their trip were provided by C. M. Wooley of Detroit.

### New Breathing Machine.

A new self contained breathing apparatus has been invented and designed by George S. McCaa, a mining engineer attached to the experiment station of the United States Bureau of Mines at Pittsburg. The principal feature of the machine is its lighter construction.

### Mill Activity at New Castle.

The New Castle plant of the American Sheet & Tin Plate company resumed operations last week after an idleness of several months. The Shenango mill, the largest in the world, is operating 30 of its 40 hot mills.

### No P. R. R. Track Inspections.

No fall inspection of tracks by high officials of the Pennsylvania railroad will be made this year. The decision is believed to have been made in the interest of economy.

### Big Car Repair Order.

Orders for repair of 1,400 railroad cars have been received by the Youngstown Steel Car company, which will reopen its plant at Niles, O., early this month.

### Plants Start at Sharon.

The Sharon Steel Hoop company last week started up four finishing mills, the largest number in operation for several weeks.

Advertise in The Weekly Courier.

## Over 700 Cars Coal Shipped From I. C. V. in September

During September 715 cars of coal were moved out from mines in the Indian Creek valley, over the Indian Creek Valley railroad, according to figures made public this afternoon. This compares with 686 cars in August.

The output is about 25 per cent of the tonnage possible with the present development.

ESTABLISHED 1859 INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON — EIGHT PLANTS: — KINGSTON ENAMEL WILLIAM COLUMBIA

CONNELLSVILLE, PA.

Established 1872. Incorporated 1904.

Eureka Fire Brick Works

First National Bank Building, Pittsburgh, Pa.

Bell Phone—Court 284.

Eureka Bradoc — Manufacturers of High Grade clay refractories for Heating, Puddling and Regenerator Furnaces, Boiler Settings, and Arches, Stacks, Flues, Glass Houses, By-Product, Rectangular and Bee-Hive Coke Ovens. — E. F. B Victor

DIFFICULT SHAPES OUR SPECIALTY.

Works Office, Mt. Braddock, Pa. Bell Phone—49, Dunbar, Pa.

Both B. & O. and P. R. R. Connections.

Straub-Atkinson Coal & Coke Company

Producers Shippers

Furnace, Foundry & Heating Coke

Gas, Steam, By-Product Coal

Union Arcade

Pittsburgh, Pa.

Bell 99. Tri-State 8.

Motor Sand

Yough Sand and Stone Company

DUNBAR, PA.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building.

Uniontown, Pa.

M. M. COCHRAN, President. M. E. STRAWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars.

Youghiogheny Coal — Steam Gas Coking

Connellsville Coke — Furnace and Foundry — Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections

N. P. Hyndman, Sales Agent, 511 Wood Street, Pittsburg, Pa.

W. W. PARSHALL G. S. HARAH JAMES R. CRAY

PURITAN COKE COMPANY

High Grade Low Sulphur Connellsville Furnace and Foundry Coke and By-Product Coal

Capacity—1,000 Tons Coke and 800 Tons Coal Daily

All Railroad Connections. UNIONTOWN, PA.

HERBERT Du PUY, President. JOHN O. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHED ON REQUEST

# SUPT. T. J. BRADY QUITS SERVICE OF BALTIMORE & OHIO

**Successor of Connellsville Division Chief is R. W. Brown, Ohio Man.**

## HERE OVER TWO YEARS

**Another Year With Company Would Have Placed Retiring Official in Veteran Class; Plans to Take Extended Rest and Will Remain Here.**

T. J. Brady, superintendent of the Connellsville division of the Baltimore & Ohio railroad, has resigned, his retirement becoming effective September 30. He has been succeeded by R. W. Brown.

Mr. Brady, within one year of the veteran class, having worked for the company for 19 years, will retire for the present. He plans to remain in Connellsville and rest for several weeks. His plans for the future are yet unsettled, and until they take definite form he will remain in the city.

Mr. Brady came to the Connellsville division two and a half years ago, succeeding H. R. Hanlin.

The retiring superintendent entered the service in Chicago, his home, 19 years ago as a laborer. From that position he worked himself up through the ranks. He came to Connellsville from the Keyser, W. Va., division.

Mr. Brown, his successor, is a western railroad man. He has never before served in the East. He has been a superintendent on the Ohio division.

The resignation of Mr. Brady and the coming of his successor makes the ninth superintendent in 20 years on the Connellsville division.

## SURPLUS FREIGHT CARS DECREASED; 16% IN BAR ORDER

Surplus freight cars on the railroads of the United States totaled 433,536 on September 15, a decrease of 17,267 from those of the preceding week. Of the foregoing total 213,515 were cars in need of repairs and the remaining 219,991 were available for immediate service if demanded.

As compared with the preceding weekly report the tabulations showed a decrease of 17,981 in the number of good order cars and an increase of 714 in the number of unserviceable cars.

Of the 2,298,383 freight cars of American railroads, 374,431, or 16.3 per cent, were in bad order on September 15, in contrast to 374,087, or 16.2 per cent, at the beginning of the the month. In normal times cars in disrepair average about seven per cent of the total.

## WEST PENN TO PAY BY CHECK INSTEAD CASH

The West Penn system has notified its employes that in future they will be paid by check instead of cash.

Among the men the belief is that the action was taken to remove the danger of the paymaster being held up and robbed.

## 125 Children At Clinic at Leisenring No. 1

One hundred twenty-five children were examined by physicians and records made of their cases at a baby clinic held Wednesday at Leisenring No. 1 under the auspices of the welfare department of the H. C. Frick Coke company. Twenty were found to be in need of medical attention. The department will prepare a detailed report from the card records made.

The attendance of mothers with their babes was the result of a house-to-house canvass of the mining village in which a census shows there are 300 children. Other clinics will be held from time to time.

The children were examined by Drs. E. A. McCombs, John C. Dixon, Francis J. King, J. F. Kerr and J. B. Carroll. Miss Mary Burns was the nurse in charge. Miss Victoria Alexander acted as interpreter. The welfare work is under the direction of Miss Elizabeth Rupp.

Nearly all the children at the clinic were of foreign parentage.

## NITROUS FUMES

**Intensely Poisonous and Most Treacherous of All Gases in Mines.**

A new method for the determination of oxides of nitrogen, one of the noxious gases sometimes formed after blasting in metal mines, has been developed by the United States Bureau of Mines, by means of which as low as ten parts of the gas in a million parts of air may be detected. The method will be of value in determining the ventilation conditions and the hazards that may develop from exposure of the workers to gases liberated in mines.

Oxides of nitrogen are developed also in other industries than mining, and have a deleterious effect on individuals breathing them for any length of time. Nitrous fumes are intensely poisonous and are said to be the most treacherous of all gases. In a million parts of air the presence of 700 parts of the fumes will kill certain animals quickly, while an atmosphere containing but 78 parts of the gas per million can be borne by human beings for no more than half an hour.

Advertise in The Weekly Courier.

## FIVE CARS DERAILED

**Wreck Ties Up East End of B. & O. for a Time.**

Baltimore & Ohio trains were detoured over the Western Maryland railroad Thursday afternoon and up until midnight while the Baltimore & Ohio line was blocked at Ellerslie where five cars containing grapes and meats were derailed and wrecked. The detour was made at Keystone Junction and the tracks used as far as Cumberland.

Wrecking crews from Connellsville and Cumberland worked at clearing away the debris and had the track ready for use about midnight. Conductor S. A. Coughenour and Engineer I. A. Bittner were in charge of the wrecked train.

## Retrenchment By Railroads Add to Number Out of Work

"The unemployment conference at Washington should find some interesting material for consideration in the quarterly report just issued by the Interstate Commerce Commission on statistics of railway employes' service and compensation for the three months ending June 30, 1921," says the Railway Age in its current issue. "This report shows that the average number of railway employes in service during the quarter was 1,568,143 less than during the corresponding quarter of 1920, and 123,328 less than during the first quarter of 1921. An even more striking reduption in railroad employment is shown by the comparison between August, 1920, when the railroads were carrying a recordbreaking traffic, and April, 1921. The reduction for this period was 655,108 or nearly 30 per cent.

"In August, 1920, the number of employes in service on the railroads of the United States was 2,197,824. In April this had been reduced to 1,542,716. For the first quarter of 1921 the average was 1,691,471 and for March it had fallen to 1,593,068. In April the situation was still worse but there was a slight increase in May to 1,575,599 and in June to 1,586,143. Later reports will undoubtedly show further increases for the ensuing months for which the reports are not yet available, as traffic has increased and the railroads have been able gradually to increase their maintenance forces, particularly since the slight reduction in wages allowed by the Railroad Labor Board on July 1, but every one knows that the improvement since last spring has been relatively very slight. An analysis of the report indicates that while the decrease in the amount of freight offered to the carriers has naturally led to a reduction in the number of train crews even heavier reductions were made in the track and car repair forces and heavy reductions were also made in the clerical forces.

"The total compensation paid to the employes of Class I roads for the second quarter of 1921 was $699,684,795 as compared with $757,325,356 for the first quarter of 1921 and $1,052,109,461 in the third quarter of 1920. Since in all these three quarters the employes were on the same basis of wages, the reduction in the payroll was entirely due to reduction in the number of employes.

"While the commission's statistics indicate the extent of the unemployment in the railway industry which has resulted from the general business depression of the past year and the necessity for the railroads to curtail their expenditures in every way possible, it does not show the very large amount of unemployment in industries which are dependents upon the prosperity of the railways. Directly and indirectly the drastic retrenchments the railways have had to make undoubtedly have caused the unemployment of more than a million men."

## Freight Traffic On B. & O. Shows 20 Per Cent Gain

CUMBERLAND, Oct. 4—Freight traffic over the local lines of the Baltimore & Ohio railroad during the month of September showed an increase of almost 20 per cent over the shipments over the local division during the month of August. The steady growth in the freight movements over the local divisions is taken as a criterion of the general growth of business throughout the country and is expected to increase steadily during the winter months.

The consignments which are showing the largest increases are coal from the Fairmont, W. Va., and Meyersdale, Pa., regions and western livestock. Large shipments of coal are daily being sent to the eastern ports for export while the demand by industrial and manufacturing centers of the east has also increased to some extent.

Large cattle shipments to the eastern markets also are helped in the general increase of traffic with a slight increase in merchandise transportation.

The general outlook in view of the steady climb in traffic condition is causing much optimism here among railroad men who look for a continued increase in business with the winter months.

## CORNISH TIN MINES

**Close Down After Centuries of Operation; No Longer Profitable.**

The last Cornish tin mine has closed down, and an industry which was the oldest in Great Britain, having been carried on by the Phoenicians long before the invasion of the Romans, now is extinct, with the result that nearly 100,000 miners and their families are starving in Cornwall.

Tin mining no longer is profitable, owing to the low price of tin, with high price of coal and other necessary materials. Unlike the coal miners, the tin miners never demanded exorbitant wages. In fact, at Tincroft they went to the extent of returning to employers thousands of dollars in wages in an effort to keep the mines going.

## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

**With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 1, 1921.**

| Ovens | In | Works | Name of Operators. | Address |
|---|---|---|---|---|
| | | | MERCHANT OVENS. | |
| 40 | ... | Adah | Westm'd-Fayette Coke Co. | Greensburg |
| 239 | ... | Allison No. 1 | W. J. Rainey, Inc. | New York |
| 200 | ... | Allison No. 2 | W. J. Rainey, Inc. | New York |
| 112 | ... | American 1 | American Coke Corporation | Pittsburg |
| 240 | 50 | American 2 | American Coke Corporation | Pittsburg |
| 40 | ... | Anica | The Wilkey & Feather C. C. | Uniontown |
| 20 | ... | Browning | Browning Coke Co. | Uniontown |
| 50 | ... | Brownsville | Brownsville Coke Co. | Pittsburg |
| 205 | .. | Century | Century Coke Co. | Brownsville |
| 40 | 40 | Champion | Champion C'ville Coke Co. | Uniontown |
| 257 | ... | Champion | Champion Gas Coal Co. | Pittsburg |
| 120 | 40 | Crystal | Hecla Coal & Coke Co. | Pittsburg |
| 236 | ... | Denbo | Reliance Coal & Coke Co. | Pittsburg |
| 402 | 102 | Donald 1 & 2 | Consolidated Coke Co. | Pittsburg |
| 160 | ... | Donald No. 3 | Consolidated Coke Co. | Pittsburg |
| 100 | ... | Edna | Waltersburg Coke Co. | Uniontown |
| 32 | ... | Finley | Jas. Byrne & Co. | Uniontown |
| 112 | 111 | Garwood | Aetna-C'ville Coke Co. | Connellsville |
| 56 | ... | Genuine | Genuine C'ville Coke Co. | Uniontown |
| 200 | ... | Griffin No. 1 | Hecla Coal & Coke Co. | Pittsburg |
| 190 | ... | Griffin No. 2 | Hecla Coal & Coke Co. | Pittsburg |
| 210 | 140 | Herbert | C'ville Central Coke Co. | Pittsburg |
| 46 | ... | Hillside | Westmoreland Gas oCal Co. | Pittsburg |
| 52 | ... | Hill Top | B. Connellsville Coke Co. | Connellsville |
| 194 | ... | Hoover | James H. Hoover | McClellandtown |
| 38 | ... | Hope | Hope Coke Co. | Uniontown |
| 195 | ... | Hustead | Hustead-Semans C.&C. Co. | Uniontown |
| 240 | 100 | Isabella | Hecla Coal & Coke Co. | Pittsburg |
| 24 | 24 | Junior | Junior Coal & Coke Co. | Uniontown |
| 140 | ... | Katherine | Union C'ville Coke Co. | Uniontown |
| 206 | ... | Lafayette | Atlas Coke Co. | Helen |
| 20 | ... | Leon | Franklin Coke Co. | Mt. Pleasant |
| 34 | ... | Liberty | Old Connellsville Coke Co. | Smithfield |
| 400 | 100 | Lincoln | Lincoln Coal & Coke Co. | Scottdale |
| 40 | ... | Little Gem | The Bixler Coal & Coke Co. | Pittsburg |
| 250 | ... | Low Pros | C'ville Central Coke Co. | Pittsburg |
| 34 | ... | Luzerne | Luzerne Coal & Coke Co. | Pittsburg |
| 54 | 50 | Marion | Southern C'ville Coke Co. | Connellsville |
| 300 | ... | Mt. Hope | Snowdon Coke Co. | Uniontown |
| 100 | ... | Old Home | W. J. Parshall | Uniontown |
| 202 | 202 | Puritan 1 & 2 | Puritan Coke Co. | Uniontown |
| 80 | ... | Puritan No. 3 | Puritan Coke Co. | Uniontown |
| 72 | ... | Puritan No. 4 | Puritan Coke Co. | Uniontown |
| 101 | ... | Poland | Poland Coal Co. | Pittsburg |
| 120 | ... | Rich Hill | Rich Hill Coal & Coke Co. | Outcrop |
| 275 | .. | Royal | W. J. Rainey | New York |
| 45 | ... | Russell | Russell Coal & Coke Co. | Smithfield |
| 30 | 15 | Sackett | H. R. Sackett Coal & C. Co. | Smithfield |
| 26 | ... | Supper | Reilly-Callaghan C. & C. Co. | Uniontown |
| 378 | 200 | Searlight | Taylor Coal & Coke Co. | Uniontown |
| 250 | ... | Shamrock | Fayette Coke Co. | Uniontown |
| 310 | 310 | Sterling | Consolidated Coke Co. | Pittsburg |
| 60 | ... | Sunshine 2 | McClellandtown C. & C. Co. | McClellandtown |
| 400 | 60 | Thompson 2 | Thompson C'ville Coke Co. | Pittsburg |
| 220 | 208 | Tower Hill 1 | Eastern Coke Co. | Pittsburg |
| 398 | 60 | Tower Hill 2 | Tower Hill C'ville Coke Co. | Uniontown |
| 48 | ... | Virgie | Byrne Coal & Coke Co. | Scottdale |
| 500 | 115 | Washington 1 | Washington Coal & Coke Co. | Dawson |
| 500 | 108 | Washington 2 | Washington Coal & Coke Co. | Dawson |
| 36 | ... | Yukon | Whyel Coke Co. | Uniontown |
| 9,887 | 2,335 | | FURNACE OVENS. | |
| 400 | 200 | Alicia | Pittsburg Steel Co. | Alicia, Fay. Co. |
| 100 | ... | Bridgeport | H. C. Frick Coke Co. | Pittsburg |
| 470 | ... | Brier Hill | Brier Hill Coke Co. | Brier Hill |
| 425 | ... | Bullington | H. C. Frick Coke Co. | Pittsburg |
| 500 | ... | Colonial No. 1 | H. C. Frick Coke Co. | Pittsburg |
| 150 | ... | Colonial No. 3 | H. C. Frick Coke Co. | Pittsburg |
| 150 | ... | Colonial No. 4 | H. C. Frick Coke Co. | Pittsburg |
| 250 | ... | Dearth | H. C. Frick Coke Co. | Pittsburg |
| 500 | ... | Edenborn | H. C. Frick Coke Co. | Pittsburg |
| 200 | ... | Fairbank | Struthers Coal & CokeCo. | Fairbank |
| 400 | ... | Footedale | H. C. Frick Coke Co. | Pittsburg |
| 202 | 202 | Geneva | McKeefrey Coal Co. | Laetonia, Ohio |
| 200 | ... | Labelle | Labelle Coke Co. | Labelle |
| 462 | ... | Lambert | H. C. Frick Coke Co. | Pittsburg |
| 516 | ... | Leckrone | H. C. Frick Coke Co. | Pittsburg |
| 244 | ... | Martin | Republic Iron & Steel Co. | Youngstown, O. |
| 40 | ... | Newcomer | H. C. Frick Coke Co. | Pittsburg |
| 420 | ... | Orient | American Coke Corporation. | Uniontown |
| 400 | ... | Republic | Republic Iron & Steel Co. | Uniontown |
| 350 | ... | Ronco | H. C. Frick Coke Co. | Pittsburg |
| 400 | 320 | Thompson 1 | Redstone Coal & Coke Co. | Pittsburg |
| 6,986 | 722 | | | |

REILLY-PEABODY FUEL COMPANY
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COKE
OPERATORS AND SHIPPERS
COAL
COKING-GAS-STEAM
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## Mine Fatalities Show a Decrease In Month August

Reports received by the United States Bureau of Mines from the various state mine inspectors show that 141 men were killed in and about the coal mines of the country in the month of August, as compared with 203 killed in the corresponding month in 1920. The figures indicate a decrease of approximately 31 per cent from the fatality record of August of last year. Based upon an estimated output of 42,191,000 short tons in August, 1921, the fatality rate for August is 3.34 per 1,000,000 tons produced. The corresponding rate last year was 3.57 and the production of coal was 56,935,000 tons. The production of coal during August, 1921, represents a decrease of 26 per cent.

The average number of lives lost during August of each year from 1913 to 1920 has been 319. The production of coal averaged 52,209,000 tons showing a fatality rate of 4.19 per 1,000,000 tons as representative of the month of August for the last eight years.

During the first eight months of the present year 1,290 men have been killed by accidents at coal mines, against 1,489 killed during the corresponding months of 1920.

**Homestead Plate Mills Résumé.**

Four plate mills at the Homestead plant of the Carnegie Steel company resumed Monday.

## EARNINGS OF RAILROADS

**Reached Five Per Cent on Their Valuation; Expenses Reduced.**

Railroad earnings for August, according to reports from 178 of the 203 Class I roads, will give the companies a return of five per cent upon their valuation, or an approach to the so-called guarantee of five and one-half or six per cent provided in the Esch-Cummins Transportation Acts.

Net operating income of the 178 roads amounted to $86,653,000. It is expected that reports of the remaining lines will bring the operating income for August up to approximately $90,000,000, or a shade less than five per cent on the valuation.

In reporting increased earnings railroad officials called attention to the fact that expenses had been reduced 44.2 per cent from the corresponding month last year.

## Miners Will Not Draw New Scale Until February

INDIANAPOLIS, Oct. 1—By an overwhelming vote the convention of the United Mine Workers of America today adopted President John L. Lewis' recommendation to postpone until next February the formulation of demands to be made by the miners in negotiating new wage agreements to supplant agreements with operators that expire March 31.

Connellsville Foundry, Machine and Steel Casting Company
Connellsville, Penna.
—MANUFACTURERS OF—
LAFAYETTE MINE PUMPS
Steam, Air and Electric Driven
Pump Repairs for All Kinds of Pumps
Woodlined Pipe & Fittings Larry Wheels & Axles
Wheels and Axles for Mine Locomotives
Prompt Attention Given to All Mine Repair Work.

HENRY OLIVER, President. JOHN JENKINS, Secretary.
Oliver & Snyder Steel Company
PRODUCERS OF
Highest Quality Standard Old Basin Connellsville Coke
AND
By-Product Coking Coal
MONTHLY COKE CAPACITY 70,000 TONS
GENERAL OFFICES:
South 10th and Muriel Streets, Pittsburg, Pa.

Fairbank and Company
COAL
IRON ORE
PIG IRON
STEEL
COAL
COKE
COKE
General Offices
WADE BUILDING
CLEVELAND, OHIO
Branch Offices
PITTSBURGH, PA.
UNIONTOWN, PA.

## TESTIMONIAL DINNER GIVEN FOR T. J. BRADY

**Retiring Railway Official Honor Guest at Affair at Smith House.**

T. J. Brady, former superintendent of the Connellsville division of the Baltimore & Ohio railroad, was the honor guest at a testimonial dinner at the Smith House Monday evening. Members of the staff were present, together with a few invited guests.

M. L. McIlhenny, toastmaster, declared Mr. Brady's manner of getting straight to the point was a characteristic which brought quick results and accomplished so much in the short time he was in charge of the Connellsville division.

D. W. McDonald of Uniontown, of counsel for the company, also spoke and paid a tribute to the retiring official. Others who spoke were J. F. Long, H. G. Gibson, O. L. Eaton, W. H. Eaton, J. J. Dougherty, A. R. King, T. W. Scott and S. C. Wolfersberger.

O. L. Eaton, as representative of the general manager, thanked Mr. Brady for what he has done here, and R. W. Brown of Chillicothe, O., who succeeded Mr. Brady, expressed a desire for the cooperation accorded his predecessor.

Those present were: S. C. Wolfersberger, assistant superintendent, of Somerset; M. L. McIlhenny, trainmaster; C. R. Burns, road foreman of engines; J. F. Long, master mechanic; H. R. Gibson, division engineer; J. K. Riling, division operator, W. H. Eaton division freight agent; W. E. Boyland, assistant trainmaster, Cumberland; T. J. Ward, assistant trainmaster, Somerset, E. C. McClelland, assistant trainmaster, Smithfield; J. P. O'Donnell, assistant trainmaster, Rockwood; J. L. Lowney, assistant trainmaster, Connellsville; C. Schuh, assistant road foreman of engines, Rockwood, W. N. Foster, assistant road foreman of engines, Cumberland; E. S. Marsh, assistant road foreman of engines, Smithfield; T. W. Hoover, J. J. Smith and M. J. Kerrigan, chief train dispatchers, Connellsville; D. F. Hurley, general yardmaster; A. R. King and Thomas Nee, general foremen; L. Abau, storekeeper; H. W. Wagsley, general foreman; H. N. Anderson, assistant division engineer; T. W. Scott, signal supervisor; W. E. Love, master carpenter; A. E. Dwire, M. Foley, B. F. Hanna, A. K. Long, R. Malone, W. H. Metzgar, supervisors; H. L. Corlrey, division accountant; H. D. Whip, chief clerk; W. S. Rafferty, relief agent; H. L. Ash, car distributor; R. C. Bledsoe, chief of police, and L. M. Keck, yardmaster, Uniontown. The guests were D. W. McDonald, J. J. Dougherty, R. W. Brown and O. L. Eaton.

The dinner was a seven-course affair. Kiferle's orchestra played.

## CARBIDE AND EXPLOSIVES

**Should Not Be Stored Together, is Warning of Bureau of Mines.**

That it is extremely dangerous to store carbide in close proximity to explosives is declared by the United States Bureau of Mines. Calcium carbide, which is produced in electric furnaces by heating mixtures of lime and coke to above 3,000 degrees Centigrade will when placed in water or exposed to air containing moisture, produce the highly explosive and inflammable gas, acetylene. The extreme hardness of carbide which is capable of striking fire with steel, also increases the storage hazard.

Nothing but explosives should be stored in an explosives magazine and preferably but a single class of explosives, asserts the Bureau of Mines. Explosives of different classes may affect one another unfavorably when stored together. Detonators, caps, fuse and all other mediums of ignition or detonation should be stored at a distance from explosives.

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## B. & O. Shows Gains From Passenger Traffic During First Half Year

BALTIMORE, Sept. 30.—Despite the drop in travel, the Baltimore & Ohio Railroad company earned for the first six months of 1921 $1,393,169 more from traffic than during the same period in 1920. During the first half of 1921 1,201,028 fewer passengers were carried. The increased revenue was due to the fare increase effective in the fall of 1920, due also in part to the longer journeys taken by the average passenger this year than last, proportionately reducing the cost of transport.

The average rate for each passenger for a mile's journey for 1921 was 3.247 cents and last year 2.747 cents. The company carried 10,986,279 passengers for the first six months of 1921, compared with 12,287,307 for the same period last year, with revenue of $14,736,031 this year against $13,342,862 for 1920.

There was a loss in freight of over 13,000,000 tons, representing a net decrease in revenue of slightly over $2,000,000.

## Bandit's Bullet Costs Life of Mine Superintendent

JOHNSTOWN, Sept. 30.—John Stockley, superintendent of the Black Diamond mines of the Maryland Coal company at Lonaconing, died in a hospital here. Stockley was shot in the back yesterday by a masked bandit while taking the company payroll of $1,000 to the mine.

County authorities and state police are hunting for the bandit.

**McKeesport Tin Plate on Full.**

The last six hot mills of the McKeesport Tin Plate company have been put in operation. The plant is now running all of its 41 mills for the first time in months.

# The Weekly Courier.

THE COURIER CO., Publishers.

HENRY P. SNYDER,
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MRS. K. M. SNYDER,
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THURSDAY MORNING, OCT. 6, 1921.


## IMPROVEMENT IN IRON, STEEL AND COKE IS PERMANENT.

Those who are keeping in closest touch with the iron and steel situation are those who are most confident that the improvement which has marked the course of this industry during the past few weeks is more than a temporary stimulation. The fact that mills are starting up to fill orders, instead of replenish stocks that have been liquidated, and that furnaces are blowing in, indicates very plainly that actual need exists for a larger production than ruled during the extraordinarily dull period of mid-summer.

Another fact of significance is that the price tendency is upward which, if it continues in that direction, will serve to bring still more buyers into the market. Again, general industrial and commercial conditions are better than two months ago. A more cheerful feeling prevails and everywhere there is a desire to get busy before winter swoops down upon the country and puts the brakes on transportation and compels a cessation of outdoor work.

The forecasters of the future trade situation speak with confidence, notably a member of President Harding's cabinet who submitted to an interview some days ago in which he predicted that iron and steel will presently assume a tremendous expansion.

"Of all men in Washington," says the Cleveland Daily Metal Trade, "he knows whereof he speaks with relation to iron and steel. For personal reasons he asked his name be not printed. If he were not so modest in this regard, the entire Middle West would have been electrified by his statements. He expects to see the iron and steel trade plunge into a tremendous production era, one that will tax what is now regarded, rather fretfully by some, as too great producing capacity. He did not undertake to say just when that precise moment would arrive, but all Washington believes he knows what he is talking about because we know the man and his means of obtaining exact and precise information on iron and steel. He is ultra-conservative when in business actively, and when he spoke, which was seldom for publication, his fellow townsmen listened carefully and profitably."

Even if this prediction is discounted as being somewhat too sanguine, the fact remains that progress already made has infused new life into beehive coke which would not have taken place without being preceded by changes of a favorable character in the industry upon which coke making depends for its activity.

A boom period is not expected to arrive over night, nor is it desired. A slow, steady growth is taking place and that is best suited to the situation because it can more certainly be relied upon as being of a permanent character. Coke production has been increasing from week to week and will in all probability continue that course in step with the improvement in iron and steel.

## AN INVESTMENT IN GOOD WORKS.

The systematic campaign soon to be conducted in the district served by the Salvation Army stationed in Connellsville, should not be regarded as a "drive," in the sense that this now more or less objectionable term has become to be understood.

Instead, it should be looked upon by all residents of Connellsville, Dunbar, Scottdale, Dawson, Vanderbilt, Trotter and vicinities as an opportunity to discharge an obligation to share out of our abundance with those who have not—a means to aid in equipping an efficient, faithful and unselfish agency to carry on through the coming winter the very necessary work of providing for the creature comforts of deserving and worthy individuals and families temporarily distressed by unemployment of the bread winners.

That there will be frequent occasion for the Salvation Army to minister to the wants of persons out of work and that calls of this nature will increase in number and urgency as the winter season comes on, is plainly evident from the experience the army has had in previous years when there were fewer jobs than men to fill them. Already the present resources of the army are nearing exhaustion because of the multiplying demands upon it.

Knowing, as all people do who have an intimate knowledge of the operations and methods of the Salvation Army how well it can fill the office of an organized or associated charities association, and how completely it is equipped to select the persons and families entitled to receive aid, citizens who contribute to the fund to be raised during the approaching campaign will be relieved of all doubt or fear as to how their money will be used. They will also have assurance that every dollar expended will have rendered 100 per cent service without a large part of it being absorbed by heavy overhead charges or unnecessary expenses.

Aside from the sentiment which is inseparably connected with doing our part to help care for the unfortunate of our neighborhood, giving to the Salvation Army fund becomes a sound business proposition. Organized and existing essentially for the purpose of work among the lowly the army is better fitted to dispense charity than any individuals or group of them can possibly be. They know the needs of the distressed from actual contact with them and are able to eliminate those who might otherwise impose upon the charitable impulses of the people, and to the detriment of others who are really deserving of assistance.

For these reasons and out of a desire to maintain the reputation this district has acquired of being ready at all times to answer appeals to succor those in need, it ought to be regarded as a special privilege and pleasure to do our utmost to see that the objective of the special campaign committee is reached. This will be easily accomplished if every person solicited does his or her full share. The campaign will be thoroughly organized, after the manner of the Liberty Bond campaigns put on during the war, but with the difference that the forthcoming campaign will afford opportunity to make an investment in good works, whereas the former campaigns gave opportunities to invest in good securities.

Both investments are profitable and safe and the dividends are guaranteed.

## STARTING MORE WORK.

That 306 bids were submitted to the State Highway Department for 30 different new road projects, or an average of 10 bids for each, indicates that a very decided change has taken place in the attitude of contractors toward new undertakings. Only a few months ago the letting of a number of road contracts was deferred because there was no competition in bids. Contractors who did submit proposals figured high, being uncertain as to the trend in prices for labor and material hence other bids were rejected as being in excess of the department's estimates.

Another feature of the recent bid openings was that several of them showed an average cost, under the lowest bids, of less than $40,000 per mile. Compared with earlier bids for the same projects at $65,000 to $70,000 per mile the last bids show that contractors have figured much closer and that prices for the principal items have declined very materially since the spring months. This will result in a considerable saving to taxpayers, it being possible, as shown by the low bids, to build almost two miles of road for what one cost under contracts awarded some months ago. This will no doubt stimulate road building in many sections heretofore deterred by the excessive cost and incidentally aid in a solution of the problem of finding work for a larger number of men out of employment.

There is a significance in the eagerness with which road contractors are going after new business. It affords a sound reason why building and construction activity in other lines should be entered upon without further waiting for a more complete readjustment of peace time conditions, or rather as a means of helping to make such an adjustment more complete and quicker in action.

"The evidence of declining costs of construction presented at Harrisburg," says the Pittsburg Gazette Times, "may well cause a lot of private concerns and individuals to drag out of pigeon holes the plans which they made some time ago to expand or improve their properties. Hundreds of millions of dollars worth of building work has been held in abeyance on account of high costs of the war days and those immediately following the armistice.

"Obviously the time is near, if not actually present, when contracts may be safely made. When contractors compete as keenly as we see them for road work, it may be reasonably assumed they will 'go the limit' to get business wherever it is to be had. Apparently the turn toward prosperity can be quite easily made. A general willingness to start operations would work wonders."

All that is needed to "work wonders" in starting more work is for builders and their employes to come to a mutual understanding to give the owners the benefit of the same kind of advantages in reduced cost that the road contractors have given the state in their proposals to build new roads. The rule should work as well in private as in public undertakings. If made or allowed to work this way it will do much to provide work for men now more or less discouraged by their fruitless search for jobs.

## MEMORIAL DAY A "HOLY DAY."

The appeal of Commander-in-Chief Ketcham of the Grand Army of the Republic that "May 30 be kept a Holy Day"—sacred to the memories of those who died that the nation might live—should arouse more than a sentimental interest.

This earnest plea that the day be preserved from desecration should be answered so willingly and so universally that those who comprise the fast thinning ranks of the Boys in Blue will have no occasion to feel that they should be reproached for having failed to do their utmost to inculcate a deeper reverence for the honored dead. With a faithfulness that has been as unfailing as their loyalty and devotion to country have been unswerving, they have stood at "the shrines of their former comrades, in rain or shine, for 53 years" to pay a tribute to their memories and have otherwise striven to make the day sacred.

It is to the less thoughtful and less serious persons who look upon the day as one to be devoted solely to recreation or pleasure that the rapidly aging veterans make their appeal for a deeper consecration of Memorial Day to the memory of the soldiers of all the wars in which our nation has been engaged.

Within a few more years the last wearer of the blue of 1861-65 will have answered the last roll call. The men who served in the Spanish-American war and the World War will each in turn take the places of the first veterans and they will faithfully and reverently continue the beautiful custom of decorating the graves of all soldiers on Memorial Day. It is not necessary to urge these men that the day be kept sacred. But the great public, which knows less of the meaning of the day, needs to be reminded, as Commander Ketcham has done, that the observance of Memorial Day should be more in keeping with the purpose for which it was set aside.

## THE PROPOSED RAILROAD MERGER.

There is at present no assurance that the tentative plan of the Interstate Commerce Commission for the consolidation of the principal railroads of the United States in 19 systems will become the permanent plan authorized by the Transportation Act to be made effective. It is safe to assume, however, that after certain revisions are made the consolidations will be carried through essentially as announced.

Objections to the proposed grouping of roads are quite certain to be offered at the hearings to be held by the commission before any plan is finally adopted. Some of the roads will doubtless see disadvantages in being assigned to this or that system, but after a thorough consideration schedules of consolidation will no doubt be worked out which are in the main satisfactory to the roads concerned.

Whatever the attitude of the individual roads on the matter of their inclusion in a particular system, there is not likely to be much adverse criticism of the general plan of the Interstate Commerce Commission. The fundamental object is to improve the transportation system of the country, strengthen the weaker roads and affect a more equitable division of traffic in order that better service may be rendered. This is to be accomplished through linking railroads together to form a series of trunk lines from east to west, each serving what might be termed traffic zones and giving to each adequate terminal facilities in the large traffic producing and distributing centers. Secondary systems, the lines of which run generally north and south, will be utilized as feeders or connecting links between the trunk lines. It is a fundamental part of the plan that the several parallel systems shall be competing thus giving to shippers a choice of routes between point of origin and destination of traffic.

On the whole the plan is a most comprehensive and logical one and apparently will result in a solution of many of the transportation problems which it is essential to the country's progress should be solved. If made operative it should bring about noteworthy improvements in transportation service and stimulate the industrial and commercial development of all sections.

In western Pennsylvania the consolidation plan will result in very material benefit. The Connellsville coke region and the Pittsburg district being traversed by four of the largest trunk lines will be given recognition commensurate with their importance as traffic producing centers. The terminal facilities to be given the Baltimore & Ohio in the east and west will give needed strength to this system. The expansion of the New York Central system to more completely cover the north and east will afford a direct outlet to these sections.

In making the Western Maryland an integral part of a new system this line will be released from its present limited sphere of usefulness and given that importance as a unit in a great trunk line it was originally intended to occupy. Incidentally the construction of the long proposed Connellsville to Wheeling road will give a new outlet from the coke region to the west, eliminating the freight delays incident to movement through Pittsburg and will open the Greene county coal field to development by a line bisecting it from east to west.

Because of improved facilities for reaching the great consuming markets which these consolidation plans provide, the Connellsville region will follow with a lively interest the progress in bringing them to completion.

## THE MINE FIRE MENACE.

Residents of Connellsville and vicinity apparently do not realize the serious situation that is being created by the mine fire in progress along that part of the Mount Pleasant road which has been closed to traffic. If they did, they would no doubt protest in most vigorous terms against the proposition to tear up the highway, scoop out the coal underlying, refill the excavation and rebuild the road without any further effort to stay the progress of the fire. Important as this road is as a main thoroughfare, the quenching of the fire is vastly more so, not only to the community immediately adjacent, but to the whole city as well.

Without means being employed to at least confine the fire within its present limits, with a view to completely extinguishing it within a reasonable period, it will constitute a menace to the lives and health of a large number of people for years to come, and may result in the destruction of considerable property and possibly loss of life. With a wide expanse of territory embraced in the Hill Top suburbs consisting of abandoned mine workings which afford facilities for the rapid spread of the fire, it will not be long until a veritable furance of fire will be raging underneath a very important residence section of the city.

As the fire continues to advance dangers from it will multiply. It is barely possible that fissures in the overlying strata may have openings into the cellars and thus provide a passage way into homes for noxious gases that are being generated by the combustion of the coal, and thus imperil the lives of the occupants. Already residents along East Francis avenue and vicinity have had experiences with inhaling the fumes when a stiff wind is blowing over the fire in their direction. In and about Poplar Grove the offensive odors from the fire are observable at all times. These conditions but forecast what the people in the north and east end of the city and the dwellers on Hill Crest will experience with increasing inconvenience as the fire gains headway.

There has been an inexcusable apathy on the part of some interests in taking steps to halt the progress of the fire, the general attitude having been that it was up to the other fellow or interest to do something while all have apparently refused to regard the situation as one of public instead of private concern.

At this late date when the fire has spread to limits which are not yet accurately defined quenching of the fire will require an extraordinary expenditure of money and effort. Much the larger part could have been saved had prompt and energetic action been taken in the early stages of the fire, but there was a lack of cooperation on part of the state and other interests to assume any share in the task. But this is ancient history now. The present and the future conditions are the matters of large concern at this time. This is the problem to which the people of the entire community must address themselves and with such energy that the necessary assistance to remove this menace to life and property will be forthcoming.

## Abe Martin

Lafe Bud quarreled with his wife yisterday, th' bullet lodgin' in his neck.

It's jest about got so if you stay at home an' attend t' your own business you're accused o' distillin'.

What's become o' th' girl that used t' be afraid her beauty would fade?

"I passed you three times this mornin' an' you never looked up either time," said Miss Tawney Apple t' a gentleman friend t'day.

## HAS EARNED IT.

The retirement Saturday of John B. Cooley, dean of the mechanical force of The Courier, after more than 42 years of continuous and faithful service, is a noteworthy event in the history of this office and of newspapers in Fayette county. Mr. Cooley is the only survivor of the mechanical or editorial staffs of The Courier which assisted in launching the enterprise on July 22, 1879. He is also the oldest printer of Fayette county in point of service and the first member of the International Typographical Union to be retired on a pension.

Having for close a half century performed his duties with a singular fidelity, devotion and loyalty he has justly earned the ease which his associates in The Courier office, and his friends in the craft generally, sincerely and heartily wish may come to him through many happy years of his retirement.

## In The Same Grave

Philadelphia Ledger.

On the morning of Armistice Day, November 11, 1921, an open grave will be waiting in the National Cemetery at Arlington. It will await the body of the Unknown American Soldier who fell in France.

On the same morning the chosen men of six nations will face each other in Washington, called there to find a way to begin the mighty work of banishing war from the earth. These men will come to the graveside of the unknown warrior, and around that grave will center the most impressive of all the ceremonies of the opening day of the Six-Power Conference on the Limitation of Armaments.

It is fitting that it should be so. The grave of the Unknown American Soldier is the sign and symbol for America of all her sons who died in the Great War, whether they rest in shell-plowed France or sleep in the quiet "God's Acres" of the homeland. And on that day this grave will symbolize the vast graveyard of Flanders, Picardy and the Champagne; the graves along the Isonzo and the far Vardar, and those Russian dead who rest along the forgotten front that reached from the chill Baltic to the beechwoods of Bukowina.

The days of slaughter and dread will come back to those who stand with President Harding at the brink of the open grave in Arlington. It was war that summoned the Unknown Soldier from his home across 3,000 miles of sea and slew him "Somewhere in France." The millions of graves that made a cemetery of Europe were dug by war. Those were the red sacrifices of war, and the struggles in which they fell have beggared the earth, bled the world white and finally driven the people of six nations to make a mighty effort to place some limit and some hope of an ending to the exactions of the Red Beast.

Surely, as taps sound over the grave in Arlington while the conference is gathered around the lowered coffin the spirits of all those who died—descending from some far-off heights where there is no clashing of swords and where no war is—will strive mightily against the war-madness that is in man. Surely, these dead have not died altogether in vain.

The world will hope that something of the old, deadly, arrogant spirit of earth that has made its history a clash of arms echoing from a blood-stained scroll will be buried in the grave of the Unknown American Soldier. And—that this ancient spirit will not rise to plague, trouble and confuse the men and the nations who hope to find some way out of the poisonous jungle of war.

In formulating the "21 demands" for presentation to the limitations armament conference Japan is playing a fine disregard of the fate of the famous "14 points" at the Versailles conference.

These crisp mornings remind us that still crisper ones are not far away.

## WHAT RED CROSS IS DOING ANSWERS QUESTION AS TO NEED.

The question, What need is there for Red Cross activities in peace time? is quite convincingly answered by the annual report of Executive Secretary W. P. Schenck, which also embraces the reports of Mrs. Mary P. Buckner, secretary of civilian relief, and of Mrs. Gertrude W. McKee and Miss Virginia Mann, in charge of the offices at Connellsville and Brownsville respectively.

This report, submitted at the recent meeting of the board of directors of the Fayette county chapter, presents an imposing array of statistical and other information relating to the work of the past year, as well as reveals the great diversity of the chapter's activities. The handling of claims for compensation, re-instatement of insurance and other problems relating to ex-service men and their dependents has been quite the most important in point of number of persons dealt with and the value of the service rendered. It is an activity which alone justifies the continued existence of the organization.

Supplementing the work in behalf of those who were in the military service during the war, public health nursing, instruction in first aid, home nursing classes and baby clinics have filled a large place in the scheme of the chapter's operations and show that, in a certain sense, the opportunities for helpful service are even greater in peace time than war time.

Elaborate and complete as is the report of the year's work it will be felt by some persons that it could have been advantageously supplemented by an equally detailed financial statement showing the funds available, the expenditures for the various purposes, overhead charges, salaries and other items. Such an exhibit would have satisfied the desire of those members of the chapter whose business experience always prompts them to make inquiries as to the cost of undertakings.

Members of the Connellsville branch of the chapter would doubtless have been pleased had the report been so subdivided as to show in detail what this unit has accomplished along the line of home service, and without financial aid from the chapter. Not because of a desire to detract in the slightest particular from the achievements of the chapter or its district offices, but as deserving recognition of the fidelity of those in charge, among whom are some of the originators of Red Cross work in Fayette county and who have labored zealously from the beginning.

In these particulars only is the report lacking in features which would have made it a still fuller, more comprehensive and informing history of a year of really remarkable achievements in service of a most worthy character. With these omissions supplied the annual review of its work would have been even more incontrovertible evidence as to the why of Red Cross activities in time of peace.

Subscribe for The Weekly Courier, $2.00 per year in advance.

## Looking Backward

News of the Past Condensed from the Files of The Courier.

### FRIDAY, OCTOBER 7, 1881.

P. S. Newmyer of Connellsville received eight votes for state treasurer at the Democratic state convention held at Williamsport. This is the first Democratic state convention in many years that had not been dominated by Randall or Wallace. The delegates from Fayette county were R. H. Lindsay, Major Swearingen and H. P. Snyder. The nominee of the convention is Orange Noble. Mr. Newmyer withdraws after the first ballot.

The Murrayville gas well is attracting attention from all over the country. Sightseeing parties arrive daily in large numbers to witness the great flow of gas.

A strike of oil at Pleasant Unity causes much excitement there.

The company stables at Standard are burned with all of last season's crops.

The Pennsylvania railroad is hauling water from the Youghiogheny river to supply its engines at Everson. One of the severest droughts in years hampers coke plants and cripples railroads.

J. M. Bailey and Miss Ella Murray of Springfield township elope to Cumberland. Miss Murray is 15 years old and Mr. Bailey is in his twenties.

Irwin miners strike for higher wages.

Charlotte furnace at Scottdale is receiving its ore supply from Petersburg, Va.

E. K. Hyndman and James Cochran buy 1,951 acres of coal in the vicinity of the mouth of Jacobs creek at about $200 an acre.

John Manaway, proprietor of the Spottsylvania House, Uniontown, brings suit against the school board there for prohibiting his boy from attending school with white children. The board provided a graded school for colored children, and Manaway contended that no discrimination be shown.

Superintendent J. C. Hazzard of the Hill Farm mines resigns.

Wild turkeys are reported in great numbers in Henry Clay and other mountain townships.

The heaviest traffic in years is noted on the Baltimore & Ohio and Pennsylvania railroads.

The first heavy frost of the season is reported.

The Newmyer opera house is nearly ready for the booking of attractions.

Dr. Lindley and Dr. Phillips are seriously ill, the former with erysipelas and the latter with diphtheria.

A movement is started for the erection in New Haven of a monument for Colonel William Crawford.

John Esser of Mauch Chunk is appointed secretary and treasurer of the Connellsville Coke & Iron company at $2,000 a year. He is also given $5,000 worth of stock in the company.

Fayette Lodge No. 229, Knights of Pythias, passes resolutions on the death of President Garfield. Byron Porter, W. S. Yard and R. M. Vance compose the committee that drafted them.

Diphtheria is prevalent in town. Three deaths are noted from it: Charles Reckner, aged seven, son of Mrs. Sarah Reckner; Cora Guard, aged four, daughter of Mr. and Mrs. Thomas Guard, and Jennie S. Hood, aged seven, daughter of Mr. and Mrs. W. S. Hood.

### FRIDAY, OCTOBER 8, 1891.

Detailed report of the Connellsville coke trade for the week ending October 3 shows a total of 16,526 ovens in the region of which 12,185 are in blast and 4,341 idle, with a total estimated production of 114,155 tons.

Marriage licences are issued in Uniontown to Robert L. Raynor and Mary A. Newmyer, both of Layton; Jacob F. S. Swearingen and Eliza A. Porter, both of Dunbar; William Ackley and Annie Green, both of Uniontown; John McNat and Sarah E. Cummings, both of Mount Braddock; Everhart Bierer and Nannie Becket, both of Uniontown.

The 8th Regiment, Pennsylvania Volunteers, holds its reunion at Waynesburg.

Rev. T. F. Pershing is appointed pastor of the Methodist Episcopal church of Connellsville.

Mount Pleasant and Scottdale have the trolley fever. The Nickel Plate Street Railway company is chartered to build lines through Westmoreland county. Its capital is $12,000.

Three hundred natural gas users discontinue its use and go back to coal. The supply is not sufficient.

### FRIDAY, OCTOBER 11, 1901.

Detailed report of the Connellsville coke trade for the week ending October 5 shows a total of 21,738 ovens in the region of which 19,473 are in blast and 2,260 idle, with a total estimated production of 215,118 tons.

The Peoples Building & Loan association elect Dr. J. C. McClenathan, W. S. Yard, W. H. Hugus, George McCartney, P. J. Tormay, C. M. Stoner, James Hart, P. Bufano and J. B. Kurtz directors for the ensuing year.

H. C. Hudson and J. L. Kendall buy 2,000 acres of timberland in the vicinity of Morgantown, W. Va.

A coroner's verdict in the Port Royal disaster finds that gas was ignited by an open lamp and recommends the use of safety lamps.

James Rocks is killed by a train at Riverview works. He is a brother of Francis Rocks and was employed at the Riverview works.

The Baltimore & Ohio buys the Pittsburg & Western railroad for $3,000,000. Runs are then advertised through to New Castle.

Carpenters and brick layers go on a strike to force the employment of union labor.

Dr. T. F. Pershing completes five years pastorate of the Methodist Episcopal church in Uniontown.

The first instalment of books for the Carnegie Free library is put in.

The Pittsburg, McKeesport & Connellsville Street Railway company lets contracts worth $350,000 for eight new sub-stations in Fayette county.

### THURSDAY, OCTOBER 5, 1911.

Detailed report of the Connellsville coke trade for the week ending September 30 shows a total of 28,002 ovens in the region of which 26,034 are in blast and 12,808 idle, with a total estimated production of 313,652 tons.

Colonel A. D. Boyd dies suddenly at his home in Uniontown.

Miss Della Black of East Liberty and Clarence Stickle of Dawson are married.

Francis Schlinger dies at Broad Ford.

A. B. Morton dies at the Morton homestead in South Pittsburg street.

James S. Leckemby loses his left arm while at work in the local Baltimore & Ohio yards.

Work is commenced on the construction of the Western Maryland bridge across the Youghiogheny river at Confluence.

Connellsville Macaroni company begins operation at its new plant on the West Side.

## Why Women Talk More.

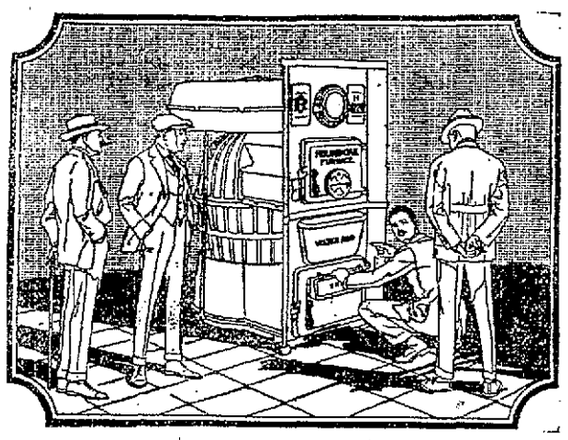
Harrisburg Patriot.

Women talk more than men because there are more women.

## She Does It First.

Boston Transcript.

A man's sins will not find him out as soon as his wife.

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# County Red Cross Work Past Year Is Greatest Since Its Organization

### Civilian Relief, Public Health, Nursing, First Aid, Baby Clinics Lead.

## INSURANCE REINSTATED

The annual meeting of the board of directors of the Fayette County Chapter, American Red Cross, was held in Uniontown Wednesday afternoon. Members of the board present were W. Russell Carr, Rev. E. A. Hodil, Dr. O. R. Altman and G. S. Harah, Uniontown; J. Fred Kurtz, chairman, E. T. Norton, F. E. Markell and T. J. Hooper, Connellsville; Rev. D. A. Hoon, Fairchance, and H. A. Cottom, Brownsville.

A detailed report of the activities of the chapter during the past year was submitted by W. P. Schenck, executive secretary. This report showed that the accomplishments of the chapter during the past year had been greater than any other year since its organization and the volume of work and number of cases handled are more than any other twelve month period.

At the present time the principal activities of the Fayette county chapter consist of civilian relief or home service work, public health nursing, first aid instruction, conducting of classes in home nursing, and the holding of baby clinics.

The civilian relief or home service bureau continues to be the most active and important part of Red Cross activities. This is due principally to the great amount of service still to be rendered to those who were in the military service during the war, and of all manner and kind of after-war problems to solve. It would further appear that this particular class of work will continue for many months and even years to come. In the three Red Cross offices in the county, Uniontown, Connellsville and Brownsville, there are files of nearly 2,500 ex-service men's cases, and of this number less than 500 are classified as closed cases. This leaves approximately 2,000 cases classified as active, and in addition new cases are continually coming on an average from 30 to 40 a month. The civilian relief bureau also renders relief and assistance to all civilians needing its service. This in itself means a great volume of work, and during the past year over 1,000 individuals classified as civilians have been assisted and rendered service through the chapter. A big portion of the civilian cases are those where financial assistance is needed and the Red Cross is making regular allowances and furnishing financial relief to many families in distress throughout the county. Furthermore, since the present business depression the demands have become much greater and daily requests for relief and assistance are made.

A detailed report submitted by Mrs. Mary P. Buckner, secretary of the civilian relief or home service bureau, shows that during the past 12 months 917 new cases have been handled, 529 of which are soldiers' cases and 388 civilian cases. The total number of cases handled by this bureau to date is 3,307, and 1,647 cases have been dealt with during the past year. During the period covered by this report 72 compensation claims for ex-service men have been filed, 513 affidavits made, 17 investigations for discharge, 97 investigations for charity and similar organizations, 78 applications for burial expenses for deceased soldiers, 17 requests for information regarding naturalization, 21 social histories in mental cases, 213 contacts made for the federal board and public health, 79 insruance reinstatefents, and all other manner and kind of problems.

Communication was carried on with nine foreign countries involving many phases concerning relatives who live in Fayette county, and investigations made in five cases of immigrants held at Ellis Island. The amount of insurance reinstated during the year by the civilian relief bureau was $300,000, making a grand total of over $2,000,000 of insurance reinstated for ex-service men by the county Red Cross. Approximately $300 is paid out in monthly allowances to widows' families or families wherein the father is in the tubercular sanitorium or insane asylum and the mother is left with several small children in the home and entirely without an income. Twenty-one quarts of milk are being supplied daily to families in which the income is not sufficient to permit milk for the undernourished children. The sum of $1,108.94 has been spent for milk and eggs alone for undernourished children and tubercular patients. During the past year federal representatives spent 48 days in the Red Cross offices of the county, making contact through the Red Cross with disabled soldiers. Showing the high esteem in which the Fayette county chapter is held by national headquarters and recognition of the work done by its home service section, a national Red Cross scholarship was granted to one of the staff. Miss Marguerite Snider, meeting all of the requirements, was granted a full scholarship at Bryn Mawr college, taking special training and engaging in special research work along the lines of social service.

A special report submitted by Mrs. Gertrude W. McKee, in charge of the Connellsville office, showed that during the year 407 new cases were handled. Of these 224 were disability and compensation cases of ex-service men, 51 unemployment cases, 18 civilian cases sent to hospitals, 63 investigations for assistance, 19 insurance reinstatements, 20 ex-soldiers sent to public health service hospitals, nine social histories for mental cases, and many other classes and kinds of service. Through this office 1,725 office interviews were held, 309 visits made to homes, 1,306 letters written, affidavits and compensation blanks filled out, 68 forms prepared for the Federal Board for Vocational Training, 17 blanks for medical evidence for ex-soldiers, 12 papers filled out for funeral expenses of soldiers brought from overseas to their homes for burial. Insurance reinstatements in the office to date amount to $400,500. Mrs. McKee reports very few of her cases are closed and that new matters are continually developing in old cases.

Miss Virginia Hann of the Brownsville office also submitted a report showing 350 cases through that office; 100 of which were new cases during the last eight months, or since she took charge. Of the new cases 58 are those of ex-service men and 42 civilian cases. Four hundred and thirty letters have been written and affidavits made. There have been 250 calls at the office, 198 telephone calls, 109 visits made, and papers have been prepared for 40 ex-service men for government compensation. Miss Hann has had guardians appointed for five minor children, three children placed in homes and one in the hospital for treatment. Her report further shows that shoes and clothing have been bought for children so they could attend school, families have been placed on regular allowances where there was no income, several patients placed in T. B. sanitariums and assistance secured in a number of cases through the poor board, relatives or other agencies.

A report submitted by the bureau of nursing shows that during the past year part of the time of which the Red Cross had but one nurse, the remainder two nurses, a total of 3,234 visits were made, of which 2,807 were regular nursing visit, 98 pre-natal visits, 36 child welfare visits, 34 social service visits and 89 other visits. Miss Mary Shaffer in the Uniontown district and Miss Elizabeth Harper in the Connellsville district are the Red Cross nurses, and in addition to regular nursing service they conduct classes in home nursing, Little Mother's league classes and baby clinics.

A report of the first aid bureau showed that 215 men were enrolled in the various first aid classes conducted under the name of the Fayette county Red Cross during the year. Of these 152 passed their examinations and were given Red Cross first aid certificates. Forty-six were given first aid medals for advanced work.

In the home nursing classes 110 women were enrolled, 49 of whom were granted home nursing certificates.

In the Junior Red Cross 17,156 school children, representing about 150 schools, were enrolled during the year. The principal accomplishment of the juniors during the year was the raising of nearly $2,500 for European and Asiatic relief among destitute children.

The Fayette county chapter also conducted a first aid station at the Uniontown speedway and Dawson fair, and also had avery attractive Red Cross display at the fair.

This being the annual meeting for the nomination of officers the following were nominated for the coming year: J. Fred Kurtz, Connellsville, chairman; Dr. O. R. Altman, Uniontown, first vice-chairman; H. A. Cottom, Brownsville, second vice-chairman; E. T. Norton, Connellsville, treasurer; R. M. Fry, Uniontown, secretary; Rev. E. A. Hodil, Uniontown, director of bureau of employment; W. Russell Carr, Uniontown, director of bureau of civilian relief; Mrs. Frank R. Crow, Uniontown, director of the bureau of nursing; F. W. Wright, Connellsville, director of the bureau of supplies; R. J. Arnelt, Uniontown, director of the bureau of accounting; H. G. Sturgis, Uniontown, director of the bureau of publicity; directors-at-large, F. E. Markell of Connellsville, D. K. Orr of Brownsville, W. N. Winans of Brownsville and G. S. Harah of Uniontown. The annual election will be held at chapter headquarters Wednesday, October 26.

The Fifth Annual Roll Call, to be held November 11-25, was discussed and the board will put forth a special effort to make this a success. Earl S. Areford of Uniontown has already been appointed chairman, and a publicity director and roll call committee will be named next week.

Importance of attending the national convention, to be held at Columbus, October 4-8, was brought to the attention of the board and there will no doubt be eight or 10 from Fayette county that will attend, including J. Fred Kurtz, chairman, and Earl S. Areford.

## NEW TRAIN ARRANGEMENT

### No. 15, Baltimore & Ohio, Will Stop at Smithton and Jacobs Creek.

Beginning yesterday, Baltimore & Ohio train No. 15 will make stops at Smithton and Jacobs Creek for the benefit of Connellsville high school students residing at those places.

There are 30 or more young men and women from that region attending the local institution and the school authorities asked officials of the company to have the train make the stops on school days throughout the term. The students have been compelled to wait until the Pittsburg accommodation, leaving at 6:20, and this made their arrival home very late.

## SHIPPY BUYS AT GUARD

### Local Man Will Erect Summer Cottage Not Far From Wagner Home.

Ben Shippy of Connellsville has purchased a tract of land at Guard, Md., not far from Jean's Delight, the summer home of C. A. Wagner, and will erect thereon a cottage, next spring.

The site is beautifully located, along the road leading up the Mill run valley from Guard. The purchase was made from Perry Savage.

Subscribe for The Weekly Courier.

# HOME BREW RULING IS FAR-REACHING IN ITS APPLICATION

### Prohibits Advertising, Sale and Use of Formulas and Utensils.

## CAN MAKE FRUIT JUICES

The full text of the recent ruling of the Internal Revenue Bureau shows that the regulations relating to the manufacture of intoxicating wine and home brew in the home are drastic and far-reaching. They not only prohibit the manufacture of every sort of liquors containing more than one-half of one per cent, but declare it is illegal to advertise, manufacture, sell or possess for sale any utensil, preparation or formula intended for use in the unlawful manufacture of intoxicating liquor.

Under the terms of the ruling it is unlawful for barber shops, grocery stores, mail-order houses, etc., to have in their possession or advertise for sale malt and hops extract with formulas for the manufacture of home brew.

A. P. Sinter, assistant state prohibition director, commenting on the ruling, said: "No ruling issued by Washington hits the general public quite so hard as this one. Literally speaking, virtually every resident is violating the national prohibition act who makes home brew.

"A strict enforcement of the ruling would fill all our jails with violators. The apathy of the general public on the manufacture of home brew is almost solidly for law violation, when it comes to encroaching on what the public terms 'personal liberty.'"

A few of the most important clauses in the home-brew regulations follow:

"Concerning the activities of persons supplying material and equipment for the production of liquor in the home, the national prohibition act reads as follows: It shall be unlawful to advertise, manufacture, sell or possess for sale any utensil, contrivance, machine, preparation, compound, tablet, substance, formula, directions, or recipe advertised, designed or intended for use in the unlawful manufacture of intoxicating liquor.

"Under this section it is illegal to furnish stills, parts of stills, worms or coils, malt extract or syrups, unfermented fruit juices, such as grape mash or any fermentable material, recipes or formulas for the manufacture of liquor in the home or elsewhere for beverage purposes.

"It is a violation to manufacture, sell, or possess for sale, except to a person holding a permit under the national prohibition act, malt extract with hops and clarifier for the manufacture of cereal beverages or malt liquor. The only persons issued permits by this office for the manufacture of such cereal beverages are proprietors of dealcoholizing plants, industrial alcohol plants and vinegar factories using the vaporizing process. These may manufacture for commercial purposes only, cereal beverages containing less than one-half of one per cent of alcohol by volume.

"There is a widespread impression that it is legal to manufacture without a permit, in the home or elsewhere, beer, ale and porter containing less than one-half of one per cent alcohol. Manufacturers of malt extracts and similar material endeavor to take advantage of this supposed condition of the law to sell such extracts for the manufacture of home brew in the home, ostensibly to contain less than one-half of one per cent alcohol. Such persons seek to hide their fraudulent objects by putting the recipe for the manufacture of home brew in the shape of a warning not to follow a certain course, because such directions will produce a high alcoholic content, without of course deceiving any one of the real intent of the law."

The home-brew regulations do not prohibit the manufacture in the home of 200 gallons of non-intoxicating fruit juice, tax free, by the head of a family upon registering with the internal revenue department.

## Capt. Bewick Detailed To Officers' School At Camp Beming, Ga.

Captain George Bewick, Jr., commanding the Howitzer Company of the 110th Infantry, Pennsylvania National Guard, is one of four National Guard officers of the state to be designated for a course of instruction at the officers' school conducted by the Regular Army at Camp Beming, Atlanta, Ga., and has received instructions to report on October 31.

The course will cover three months and will embrace administration, military tactics and musketry. The instruction is very thorough and the routine of duty very exacting. Officers taking the course have the privilege of taking an examination at its close with a view to securing commissions in the Regular Army.

### Duck Season Opens.

HARRISBURG, Sept. 21.—Good wild duck shooting is reported by State Game protectors to the offices of the State Game Commission, there being an unusual number of the birds for this time of the year. The duck season opened on September 16 and runs until the end of the year. The wood duck is protected by Federal law. On October 1 woodcock and raccoons may be hunted.

### New Lumber Company.

The Smithfield Lumber company has been incorporated with a capital of $10,000 by James D. Clark and others of Point Marion and Smithfield.

## Floto and Scott District Delegates To National Meet

Milton L. Bishop Post No. 301, The American Legion, of this city was honored at the state convention held in Pittsburg during the closing days of last week by the selection of Max C. Floto and Thomas W. Scott as delegates to the national convention to be held at Kansas City October 31 and November 1 and 2. The selections were made at the closing session Saturday. Bishop post members were state delegates to the national convention last year.

S. W. Mong of Dawson and T. R. Aubrey of Brownsville were named as alternates. The delegates and alternates will represent the congressional district consisting of Fayette and Somerset counties.

Another Bishop post member, Herbert F. Duggan, was named grand conductor of La Societe 40 Hommes et 8 Chevaux. Thomas W. Scott, another prime mover in the organization, was made a member of the executive committee. About 50 members of the local voiture of Hommes went to Pittsburg and staged an initiation at the convention. The local contingent made the trip in a box car.

Ira J. Moon, Max C. Folto and Dana Wright were delegates to the convention and Charles A. McCormick, commander, was present as delegate ex-officio. Thomas W. Scott, Herbert F. Duggan and John Ranker were alternates.

The district deputyship for Fayette and Somerset counties went to Uniontown. Dr. S. A. Baltz, commander of La Fayette post, being named. He was re-elected. Other appointments for the district included; Ira J. Moon, committee naming the next convention city; M. C. Floto, secretary of district caucus; H. W. Flenniken, Uniontown, legislative committee; S. W. Mong, Dawson, credentials committee; E. H. Woodward, Stoyestown, resolutions committee, and J. W. Pratt, Vanderbilt, constitution committee.

## Rev. Showers Is Returned to U. B. Church Eighth Year

Rev. J. S. Showers, for seven years pastor of the United Brethren church of Connellsville, was returned for another year by the Allegheny conference, meeting at Altoona. Few changes in the assignment of ministers were made. Samuel Seese was named pastor of the Westmoreland charge, which embraces Owensdale and Mount Nebo, in place of Rev. G. A. Willard who was assigned to Punxsutawney.

Other appointments included the following, there being no changes in the list: Fayette charge, embracing Fairview, Mount Olive and Moore Memorial, Rev. E. E. Ormston; Scottdale, George R. Strayer; Everson, J. T. Farnsworth; Mount Pleasant, C. W. Hendrickson; Youngwood, John Watson; Springfield charge, J. F. Kelly, residence at Mill Run; Central City, J. K. Huey; Madison, C. E. Rhodes; Latrobe, E. A. Sharp; Ligonier, J. G. Campbell; Pitcairn, G. J. Colledge; Wyano, H. R. McKelvie.

The next conference meeting will be at Portage.

## DR. SCHALL RETIRES

### Greensburg Soldier-Pastor to Take Up New Work at Wayne.

GREENSBURG, Sept. 26.—The Rev. Dr. Charles Schall, pastor of the First Presbyterian church of Greensburg, completed a pastorate of 12 years with church services Sunday. Recently he resigned to become pastor of the Presbyterian church in Wayne, Pa. A farewell reception is to be tendered him Tuesday evening, after which he will leave for Wane.

A handsome and costly church was erected during Dr. Schall's pastorate and a manse acquired. For years Dr. Schall has been a chaplain in the National Guard of Pennsylvania. He served on the Mexican border in 1916 and in France with the American Expeditionary Forces. He was made senior chaplain of the 28th Division in France and later promoted to be senior chaplain of the Fourth Army Corps. The French government conferred the Croix de Guerre on him. He is now chaplain of the 110th Infantry, Pennsylvania National Guard.

## TO TEACH RADIO

### Set Now Being Installed at Dunbar Township High School.

A radio set is being installed at the Dunbar township high school by Roy W. Honsberger and a course in the subject will be opened at that school. The set is a complete one.

The school is the first in this part of the state to give an elementary course in radio. The subject will be taken by science students. A number of students have already expressed a desire to take up the subject.

## NEW ATHLETIC DIRECTOR

### Waynesboro Man Takes Charge of Work at Alverton High.

ALVERTON, Sept. 26.—At a meeting of the school board of East Huntingdon township Saturday A. D. Morganthall of Waynesboro was elected teacher of science in the high school here and director of athletics. He took charge today.

Mr. Morganthall is a graduate of the Waynesboro high school and Dickinson college.

### Latrobe Man Files Suit.

GREENSBURG, Sept. 20.—Lewis E. Fiscus has entered suit against T. A. Gilligan and W. L. Gilligan, of Latrobe, executors of the estate of John Gilligan, to recover $123.18, a sum of money representing the price of butter, eggs, apples, meat and farm products, said to be purchased the latter part of 1920 and including April 1, 1921.

Advertise in The Weekly Courier.

## POPLAR GROVE ROAD FINALLY IS BARRICADED

### Detour Arranged by Way of Swangertown, for Present; County Commissioners on Scene.

Detour signs have been placed and the state road east of the city has been officially closed. The period of detouring is indefinite and it is hardly possible that the highway will be opened to the traveling public again for a year. Instructions to close the road were received from Harrisburg.

There are differences of opinion on the necessity of closing the road. State Highway Foreman W. E. Baldwin declares it is necessary to stop travel on the highway at once but other opinions are that the fire could not be under the road as the heat would show its effect on the bricks if it were.

Now, however, that the highway is closed, the road surface will be stripped and a steam shovel put to work removing what coal that can be gotten out. It is planned to fill in the hole after the fire has passed and put down the road again.

While members of the Youghiogheny Automobile club, residents of Poplar Grove and citizens of Connellsville were out on the road last Wednesday the county commissioners passed in an automobile. They stopped and went over the scene. The matter of county aid was put to them strongly and the commissioners promised to look into the matter and find out what legal authority they had for assisting in such a case.

The state has funds to fight forest fires, is one argument advanced, and it ought to spend money on a mine fire, which is even more dangerous than one in a woods, especially the East End menace, which threatens to eventually undermine the city of Connellsville.

One little community could hardly be expected to furnish funds to extinguish such a fire, the commissioners were told. Their efforts may bring some action.

A detour resulting from the closing of the highway is made over the Swangertown road, connecting with the state road again at the East End garage. The detour is in fairly good shape now but is not expected to stand up during the winter when heavy trucks go over it. It is possible that one will be constructed around the dangerous area, parallel with the present road.

The bricks taken from the surface will be used to construct a barricade. Piles of ties at present serve the purpose.

## Misspelled Names Cost Dumbauld and Bonniwell Many Votes

HARRISBURG, Sept. 27.—Incorrect spelling of names of Judge Eugene C. Bonniwell of Philadelphia, and Attorney H. S. Dumbauld of Uniontown will cost them many votes for the Democratic nomination for Supreme court justice. In a number of counties the commissioners have returned names spelled incorrectly, which cannot be counted in the aggregate, but must be given under the name as returned no matter how manifestly the intent to vote for a certain man.

Bonniwell's name has been returned three ways, while boards appear to have had trouble with the name of the Uniontown man who has received less than 30 votes under his proper name, but 114 votes under various spellings in 20 counties. Eugene C. Bonniwell has 267 with 475 under other forms of his name.

## Former Confluence Soldier to Rest in Arlington Cemetery

CONFLUENCE, Sept. 29.—Mr. and Mrs. W. H. Crow of Braddock, formerly popular residents of this place, have written friends here that the body of their son, Charles Body, who fell while on the front in France, October 6, 1918, will be buried in Arlington National cemetery, at Arlington, Va., Thursday, October 6, just three years after he gave up his life for his country.

Mr. and Mrs. Crow want all their old friends in Confluence and elsewhere to know if the arrangements so that all that can will attend. The services will be at 2:30 o'clock.

## Local Firm Low Bidder for Road In Westmoreland

HARRISBURG, Sept. 28—Bids for 30 road construction projects were opened yesterday at the offices of the State Highway Department. There were 306 bidders. Low bidders included the following:

Fayette county—Luzerne township, township and New Salem borough, ville, $73,551.05.

Westmoreland county—Franklin township and New Salem borough, 14,071 feet; Corrado & Galiardi, Connellsville, $141,664.56.

## Kiefertown Woman Bests Husband With Flatiron in Quarrel

SCOTTDALE, Sept. 27—Joseph Brown, colored, of Kiefertown is reported to be in a serious condition at his home as the result of being beaten by a flatiron wielded by his wife during a family fuss Saturday evening.

It was necessary to call a physician to dress Brown's wounds.

Mrs. Brown grasped the iron by the handle and pommeled her husband with it, according to the story that is current.

### Coal Land for Sale?

If you have coal land for sale advertise it in The Weekly Courier.

## PARDONS FOR FAIRFAX AND CATE URGED

HARRISBURG, Sept. 24.—The State Board of Pardons yesterday recommended pardons for William Fairfax, convicted of first degree murder in Fayette county in 1901 and the oldest prisoner in point of service in the penitentiary, and William D. Cate, twice convicted of first degree murder in Fayette county in 1907 and commuted to life imprisonment in 1908.

Fairfax was convicted of killing William Moore, who, according to testimony in trying to escape from Fairfax, fell over a wall and was killed.

Former Congressman Wooda N. Carr, Uniontown, represented Fairfax when a pardon was asked before the board yesterday.

Following the death of Moore, a Baltimore & Ohio railroad yardmaster, an effort was made by a mob to take Fairfax from the lockup, located at that time where the office of Dr. A. L. Tucker, in South Pittsburg street, now is. A telegraph pole was used to break down the door but the intervention of cooler heads prevented carrying out the intention of the crowd to lynch the negro.

Cate, a six-footer, was convicted of killing Special Officer Guess at Belle Vernon. He was at first sentenced to be hanged, later had his sentence commuted to life imprisonment and once prior to the most recent appeal for pardon had tried in vain to secure his release. A wealthy sister, residing in the South, fought both legal battles for the release of Cate.

Attorneys Wooda N. Carr and A. E. Jones were present in Harrisburg and argued the Cate appeal. Mr. Carr represented Fairfax.

## STATE CORN CROP SHOWS UP LARGER

HARRISBURG, Sept. 26—Pennsylvania corn, potato and tobacco crops improved during August so that conditions on September 1 indicated a larger production than the August 1 reports indicated. This is shown in the estimates of crop conditions on September 1, made public by the United States Department of Agriculture.

While August 1 reports indicated a production of 65,664,000 bushels of corn the reports on September 1 indicated the crop would be 67,403,000 bushels, slightly more than the estimate made last December.

The potato crop was estimated on September 1 at 22,388,000 bushels whereas the previous month's prediction was 22,043,000 bushels. The latter estimate, however, is far below that of last December when it was expected it would total more than 36,000,000 bushels.

Most of the other crops showed a falling off on September 1 from the estimate of August 1. The spring wheat estimate dropped from 358,000 bushels August 1 to 345,000 bushels September 1; oats from 34,143,000 bushels August 1 to 32,322,000 bushels September 1 and barley from 561,000 bushels August 1 to 498,000 bushels September 1. The buckwheat yield was estimated at 4,303,000 bushels on September 1 as against 4,455,000 bushels the previous month.

The fruit production is estimated from September 1 conditions as follows: Apples, total, 3,853,000 bushels, commercial, 385,000 barrels; peaches, total, 308,000 bushels; pears, 146,000 bushels.

### New Garage Company.

Among the companies for which letters patent were issued by the secretary of state on Saturday was the East End Garage company, incorporated by William Brickman and associates. The authorized capital stock is $10,000.

# WOMEN JURORS FREE THIS TERM FROM SERVICE

### Forty Listed for September May Be Called During December.

## FOUR WEEKS ELIMINATED

### Earl D. Richey Acquitted of Charge of Causing Death of William Moline, Owing to Lack of Evidence, Under Binding Instructions From Court.

Women who were notified to be ready for jury duty in the Fayette county courts during the September term will not be called, at least not before December, according to announcement Tuesday by District Attorney William A. Miller, who said that instead of 10 weeks, as at first planned, there will be but six weeks of September court. The women were summoned for the final four weeks. There were about 40 of the fair sex in line for jury duty.

Mr. Miller said a number of important cases listed for September have been continued to December owing to the absence of material witnesses. Court work has been expedited by the pleas of a number of defendants in liquor cases and the unexpected sudden termination of murder cases opened Monday.

The cases on trial today were those of Edward Whalen of Uniontown, charged with violation of the liquor statutes and a foreigner on a minor charge.

Binding instructions for verdicts of acquittal were given Monday afternoon by Judges J. Q. Van Swearingen and E. H. Reppert to two murder juries in the cases of John Anderson and Earl D. Richey.

In the case of Earl D. Richey, Connellsville, charged with the murder of William Moline, Dawson, at the P. & L. E. railroad station, West Side, Connellsville, February 26, last, the commonwealth failed to account for the whereabouts of the deceased from 8 o'clock in the evening, when Richey was alleged to have struck him with a black jack, until 10:30 o'clock the same evening, when he was run over by a freight train some distance from where the assault was alleged to have been made.

Absence of material witnesses and failure on the part of the commonwealth to establish the identity of the dead man resulted in Judge J. Q. Van Swearingen giving binding instructions to the jury for a verdict of acquittal in the case of John Anderson, colored, with the murder of Thomas A. "Shorty" Mitchell of Gates, January 25, 1913.

## WOUND PROVES FATAL

### Harry Butterfield Victim of Gun Discharge When Companion Falls.

Harry C. Butterfield, a veteran Brownsville hunter, died Tuesday night in the Brownsville General hospital from wounds suffered when a gun in the hands of Jesse Franks, a friend, accidentally exploded.

Mr. Butterfield, with Mr. Franks had gone into Luzerne township to train his hunting dogs. In going along a narrow path Mr. Franks stumbled and fell and the gun was discharged. Mr. Butterfield was 42 years old and is survived by his widow and three children.

### Brooks Back With "Tele."

W. F. Brooks, publicity man for the West Penn system, with headquarters in Pittsburg, has returned to newspaper work. He is connected with the Pittsburg Chronicle Telegraph.


Saving Miles of Steps

"WITH a check book and few postage stamps you can pay the monthly bills. Your cancelled check is a receipt for every bill.

It is the safe and convenient way. As one of our women depositors said: "Since keeping a bank account for household expenses, I have saved miles of steps. I simply mail my check and forget it."

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It is prudent practice to have Safe Deposit Protection for your valuables. Our Vault is the proper place for them—safe, convenient and economical.

Safe Deposit Boxes for rent $1.50 and up per year.

Union National Bank
Connellsville, Pa.

# John B. Cooley, Dean of Connellsville Printers, Retires on Pension

Last Saturday, October 1, John B. Cooley, dean of The Courier mechanical force, retired on a pension from the International Typographical union, after 42 years of service on this paper.

John Baker Cooley—that is his full name—holds the distinction of being the only one alive today of those who helped issue the first number of The Courier, July 22, 1879. He has been with the enterprise ever since. His vacations have been few and it was a rare occasion that from other causes he was not at his daily task in the composing room.

The Courier was not the first newspaper on which Mr. Cooley was employed. When he was about 13 years old, or on March 1, 1873, he became identified with the old Fayette Monitor, the plant of which was located where the Immaculate Conception rectory now stands. The late D. P. Stentz was the publisher and the future printer began work under Mr. Stentz as a "devil." He was with the Monitor until the spring of 1875 when he went to the Connellsville Tribune, published by R. M. Sibbett. The plant was in Water street, in the present Baltimore House. Mr. Sibbett combined a shoe factory and a shoe store with the printing and publishing business. In the fall of that year the Tribune was moved to Pittsburg street where the McCrorey five and ten cent store now is. There John Baker toiled until July, 1876, when he was laid off because the Tribune treasury ran low. Having nothing else to do he attended school until the following January when he returned to the Sibbett shop. Soon after this Dr. S. J. Hayes, a dentist, took over the Tribune. Mr. Cooley continued with the new management until the summer of 1878 when it was sold to Tilghman Haws of Meyersdale, who operated it until the spring of 1879 when he became financially involved and the business was closed by a constable, eventually being seized by the sheriff. In June the business was taken over by The Keystone Courier Company, Limited, organized for that purpose by H. P. Snyder, P. S. Newmyer, E. V. Goodchild, I. W. Rutter, J. T. McCormick and Keil Long.

The project was formally launched in July, the first number being issued on July 22. Mr. Cooley helped to set the type. At that time the paper, of course, was a weekly and consisted of four pages of eight columns each. It remained a four-page paper until 1888 when it was increased to eight and the name changed to The Courier.

Soon after being acquired by the new owners the plant was moved to the Reisinger building, an old structure where the Yough bank now is. It was continued there until April, 1880, when it was moved to Water street, into a frame building erected for the purpose. The plant was burned April 1, 1884, the press and some other machinery being saved. The equipment was moved to a frame building where the White Front stands. That news of those days is preserved today in printed form is due to the efforts of Mr. Cooley, who saved the files from the burning building. Some of them show the fire marks. Mr. Cooley was not injured. In 1884 the scene was again shifted to Water street where P. S. Newmyer had erected a brick building. Nineteen years ago the paper was moved to the present quarters.

During all these years Mr. Cooley remained a member of the force. "I did everything but edit the paper," he said, speaking of his duties.

To qualify for a pension a printer must have reached the age of 60 years and been in continuous good standing in the union for 20 years. Mr. Cooley has more than met both. He reached the three-score milestone last October 30 and has been a member of the union ever since there was one in Connellsville.

As a mark of esteem The Courier company and its employes presented Mr. Cooley with a Royal easy chair, upholstered in leather, and several books, George S. Connell, former city editor of The Courier and an old friend, having a share in the gift fund.

## Coal Freight Rates

EFFECTIVE AUGUST 26, 1920.

TO EASTERN POINTS. Rate per Gross Ton of 2,240 lbs.

| | ORIGINATING DISTRICT | | | |
|---|---|---|---|---|
| | Pitts'bg | Connellsville Westmoreland Fairmont | G'burg | Latrobe |
| Baltimore, Md. (Track Deliv.) | $3.58 | $2.43 | $3.25 | $3.18 |
| Chester, Pa. (P. R. R.) | 3.53 | 3.43 | 3.28 | 3.18 |
| Chester, Pa. (P. & R.) | 3.72 | 3.57 | 3.42 | 3.32 |
| Harrisburg, Pa. (P. R. R.-P. & R.) | 3.02 | 2.87 | 2.72 | 2.62 |
| Johnstown, Pa. (B. & O.) | 1.84 | 1.84 | ... | ... |
| *Johnstown, Pa. (P. R. R.) | 1.82 | 1.84 | ... | ... |
| Lebanon, Pa. P. R. R. and P. & R. | 3.44 | 3.39 | 3.14 | 3.04 |
| New York, N. Y. (37th St.) | 3.86 | 3.71 | 3.56 | 3.46 |
| New York, N. Y. (Bklyn) | 4.00 | 3.85 | 3.70 | 3.60 |
| Philadelphia | 3.58 | 3.43 | 3.28 | 3.18 |
| Sparrows Point | 3.58 | 3.42 | 3.25 | 3.18 |
| Steelton, Pa. | 3.02 | 2.87 | 2.72 | 2.62 |
| South Bethlehem, Pa. | 3.72 | 3.57 | 3.42 | 3.32 |
| Syracuse, N. Y. | 3.72 | 3.57 | 3.42 | 3.32 |
| To ATLANTIC PORTS via P. R. R. | | | | |
| Greenwich, local | 3.33 | 3.19 | 3.03 | 2.93 |
| Greenwich, export | 3.00 | 2.85 | 2.70 | 2.60 |
| South Amboy, F. O. B. vessels | 3.51 | 3.36 | 3.21 | 3.11 |
| Harsimus Cove | 3.56 | 3.41 | 3.26 | 3.16 |
| Greenville | 3.56 | 3.41 | 3.26 | 3.16 |
| Canton, Balto., local | 3.33 | 3.18 | 3.03 | 2.93 |
| Canton, Balto., export | 2.92 | 2.78 | 2.63 | 2.53 |
| To ATLANTIC PORTS via B. & O. | | | | |
| St. George Coal Piers | 3.86 | 2.71 | | |
| St. George for Export | 3.51 | 3.36 | | |
| Philadelphia Coal Piers | 3.33 | 3.18 | | |
| Philadelphia for Export | 3.00 | 2.85 | | |
| Curtis Bay Piers | 3.22 | 3.00 | | |
| Curtis Bay for Export | 2.93 | 2.78 | | |

*The rate from points on the Monongahela Railway in the Fairmont group south of the Pennsylvania state line to Johnstown is $1.96 per net ton. Rates to Johnstown from Greensburg and Latrobe groups apply specifically from point of origin to destination.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale from points on the Pittsburg, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa., from points on the Smithfield & Masontown Branch and from the Fairmont Region of West Virginia.

TO WESTERN POINTS. Rate per Net Ton of 2,000 lbs.

| | ORIGINATING DISTRICT | | |
|---|---|---|---|
| | Pittsburg Group (1) | Upper C'ville (2) | Lower C'ville (3) |
| Canton, O. | $1.77½ | $1.83½ | $2.02½ |
| Chicago, Ill. | 2.43 | 2.44 | 2.43 |
| Cleveland, O. | 2.06½ | 2.11½ | 2.30½ |
| Columbus, O. | 2.10 | 2.24 | 2.38 |
| Detroit, Mich. | 2.37 | 2.37 | 2.57 |
| Indiana Harbor, Ind. | 2.43 | 2.43 | 2.43 |
| Toledo, O. | 2.66 | 2.66 | 2.66 |
| Youngstown, O. | 1.50 | 1.58 | 1.52 |
| Lake Ports | 1.85 | 1.92 | 2.07 |
| TO CANADIAN BASING POINTS: | | | |
| Port Maitland, Ont. | 2.51 | 2.66 | 2.66 |
| Buffalo, N. Y. | 2.51 | 2.66 | 2.66 |

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in each case before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the Tariff naming the rate in question.

The Pittsburg District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale, south to, but not including Brownsville on the Pittsburg, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, on the Pittsburg, Virginia & Charleston except Brasnell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.


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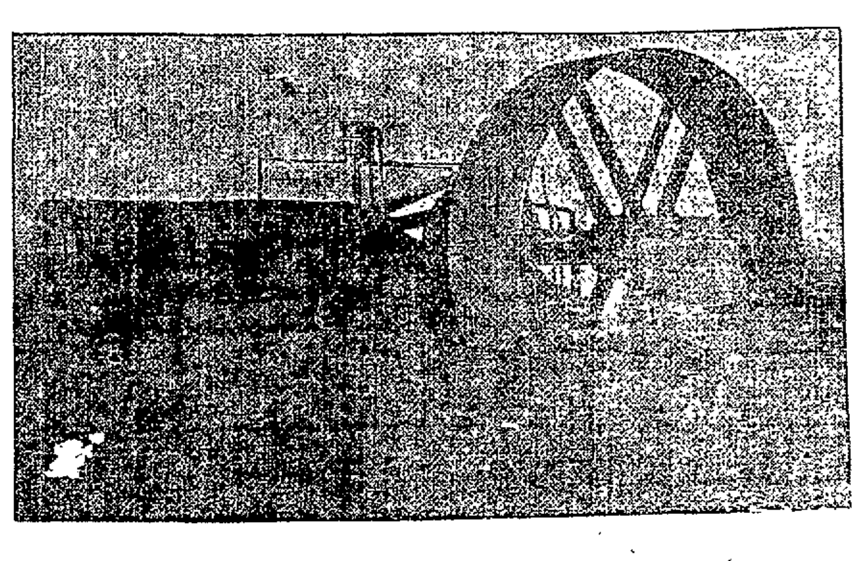
Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture.

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**Fans** — HEAVY STEEL PLATE CONSTRUCTION FOR [illegible] DUTY SERVICE. BLOWING, EXHAUST OR REVERSING. DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE OR CORLISS ENGINES.

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**Steel Hoisting Cages** — PLATFORM AND SELF DUMPING. LARRIES, SCREENS, CHUTES, BULL WHEELS, HEAVY GEARS AND SPECIAL MACHINERY.

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction.

We are also prepared to accurately duplicate promptly any part of any of our machines.

Your inquiries will receive prompt and satisfactory attention.

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## Connellsville Coke

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# CYCLONIC WIND UNROOFS REAR OF SOISSON THEATRE

**Much Minor Damage Done by Storm Which Come With Great Suddenness.**

## WILL BE OPEN AS USUAL

**Motion Picture Screen Saved by Attache of Place; Wireless Receiving Apparatus on Top of Playhouse Wrecked; Gust Starts Automobile.**

The high wind which accompanied a rain storm that struck Connellsville about 9:30 Friday morning did much damage, scattering reports disclosed. The storm was a peculiar one, springing suddenly out of the southwest and blowing with great violence. It did not strike Dunbar and there was no noticeable force through the Perryopolis-Dawson region, indicating that the storm area was a narrow one.

It had rained five minutes on the West Side before the downpour hit the city proper, it was said by persons on the streets. The skies opened suddenly and without warning wetting many before they could get to shelter.

The rain ceased almost as suddenly as it started but the terrific wind blew for several minutes.

The rear of the roof of the Soisson theatre was torn off and scattered in all directions. Rain fell onto the stage and ruined much scenery. The moving picture screen was saved, however. George Wagner happening to be in the building at the time. The wireless outfit on top of the theatre over which results of the baseball games have been received this summer, was wrecked.

The damage will not interfere with picture shows.

The wind loosened the joints of the show windows of Hooper & Long's store but no other damage was done. Branches of trees in all parts of the city were broken off. A skylight in the Wright-Metzler store was broken.

Shade trees near the corner of Arch and Green streets were blown down and branches were broken from trees all over the South Side. Street Commissioner McCormick had a force at work this afternoon removing much of the debris.

Part of the slate roofing was blown from the home of Rev. W. P. Russell. Windows in the homes of Dr. C. S. Horner, A. Bufano and Leopold Schuler were blown out.

A window in the private office of the mayor at city hall was broken. A billboard on First street, West Side, near the bridge, was blown down.

At Mount Pleasant trees along Main street were uprooted and roofs damaged.

An automobile standing in Pittsburg street, Scottdale, owned by a man named Wilson, was caught by a gust and started across the street. Mr. Wilson and a man named Chain saw it moving, directly toward the large window in the office of Thomas J. Diskin. Both leaped into the machine and applied the brakes, stopping the car as it struck the curb.

PITTSBURG, Sept. 30.—A gale which attained a velocity of 59 miles an hour, accompanied by a driving rain, swept through the Pittsburg district today, causing damage to property. Roofs were ripped off, sign boards carried away and many oil derricks leveled by the terrific wind.

# Wounded Preventing Her Brother's Suicide, Girl Dies at Hospital

A wound inflicted when she assisted in wresting a revolver from her brother who was said to have threatened to kill himself caused the death Friday evening at the Cottage State hospital of Miss Josephine Scalavina, 21 years old, of New York, who was visiting at the time at the home of the brother, Frank, at Dawson. The shooting took place Monday, September 19.

The attempted suicide-accident story was told to Burgess L. S. Mellinger of Dawson when he went to the home to investigate before the girl had been removed to the hospital. At first not inclined to talk at all, the girl and her sister-in-law finally related that Frank had secured the weapon and threatened to end his life and that of his wife, and when his wife and sister attempted to take it from him the gun was discharged, the bullet striking Josephine at the side of the nose, tearing out two teeth and embedding itself in her head.

The girl's father and mother and others of the family were with her on the visit to Dawson when the accident happened. Believing that she was out of danger they returned home. Miss Scalavina is a niece of Mrs. Joseph Rulli of Vanderbilt.

# Secretary Davis To Pay Visit to Uniontown Nov. 23

A special meeting of Uniontown Lodge No. 20, Loyal Order of Moose, was held Sunday afternoon when special arrangements were made to entertain James J. Davis, secretary of labor of the United States and director general of the Loyal Order of Moose.

R. S. Campbell, district supervisor of the Loyal Order of Moose, who has charge of the local membership drive, was in charge of the meeting and he reported that already over 100 candidates had been initiated into the local order in the past two weeks and that he expected a class of 500 candidates for the banner event to take place on Wednesday evening, November 23, in honor of Mr. Davis.

# Farmers Complain Of Hunters After Game Before Season

Quite a few complaints have been heard this season from the persons living out in the country, that many are breaking the hunting laws by starting the season too early, killing game out of season. A farmer from the vicinity of Limestone hill, near the old Keys farm, inquired at a local hardware store where he could find a game warden. He was referred to Sam Fasson, warden for the vicinity of Connellsville.

This is not the first complaint. Farmers say that they can hear the popping of guns almost any time during the day in the woods.

# Smithfield Has Parent-Teacher Association

SMITHFIELD, Oct. 1.—A parent-teacher association was organized at a meeting held in the public school building Friday evening. The following officers were elected for the ensuing year: President, Mrs. John H. Weaver; vice-president, Mrs. J. L. McCracken; secretary, Mrs. J. W. Gutber; treasurer, Miss Jesse Morgan.

# COMMISSARY PROPRIETOR IS HELD UP

George Nigro, proprietor of the Baltimore & Ohio railroad commissary at Gibson station, was held up and robbed by two highwaymen Wednesday while on his way to the street car line from the store. He was struck on the head with a blackjack and rendered unconscious. The robbers took $130 in cash, his gold watch and a number of Baltimore & Ohio checks he had cashed for employes.

The bandits sprang from a clump of bushes along the path Nigro was taking and covering him with a revolver, ordered him to throw up his hands. "When he was slow in complying the men struck him on the head, he told the police. When he regained consciousness his money was gone and the bandits had disappeared.

Coming to Connellsville he informed the police and officers accompanied him to the scene of the holdup. No traces of the men were found.

# FOUR DIVORCES GRANTED

**Charges of Desertion are Preferred in Every Case.**

Four divorces were granted in Uniontown today. Edna E. Rhodes of Uniontown was granted freedom from James S. Rhodes on the grounds of desertion and adultery. The names of Laura Vernon, Elsie Paull and Blanche Cunningham were mentioned in the case.

Emma Nack of Uniontown was granted a divorce from Henry Nack on the charge of desertion and Elizabeth S. Ramsey of Grays Landing was given freedom from Glenn Ramsey on the same grounds. Percy E. Ammon of Fayette City, secured a divorce on the grounds of desertion and adultery. His wife was Ella Ammon of Brownsville.

**Richey Nominated for Collector.**

Ernest K. Richey was nominated for tax collector of Bullskin township on four tickets—Republican, Democratic, Prohibition and Socialist—at the primary election September 20. He now holds the office.

Advertise in The Weekly Courier.

## The Grim Reaper

FRANKLIN PIERCE HALL.

Franklin Pierce Hall, 70 years old, died Friday at his home at Oakland, Pittsburg. He was known in Meyersdale and Hyndman.

SAMUEL WOODWARD.

Samuel Woodward, 89 years old, a wealthy resident of Menallen township, died Friday afternoon at the Oxford Retreat, Oxford, O., where he had been a patient for several years. Mr. Woodward was born in Menallen township, a son of the late Mr. and Mrs. David Woodward, and spent virtually all his life in Fayette county. He was the owner of large and valuable coal lands. Several years ago the court appointed R. E. Umbel as guardian of his estate and directed that he be sent to the Oxford Retreat. He had been failing in health for some time. Mr. Umbel and John Woodward, a brother-in-law, left for Oxford, O., to accompany the remains here. Mr. Woodward is survived by two sisters, Mrs. John Frasher of Franklin township and Mrs. J. C. Gilchrist of Newton, Kas., and one son, Ewing Woodward of Menallen township. He is also survived by the following brothers and sisters: Mrs. Stewart Henderson, Uniontown, mother of Assistant District Attorney Davis W. Henderson; John Woodward, Franklin county, Kan.

GEORGE RYBAR.

George Rybar, 61 years old, died at his home at Coalbrook Saturday. Mr. Rybar was a Frick employe, having retired seven years ago on a pension. He is survived by his wife, and four daughters, among them being Mrs. William Phuntek, wife of a member of The Courier composing room force. The others are Mrs. Joseph Gall and Mrs. George Gall of Latrobe and Dorothy Rybar at home. Funeral will be held at the home on Tuesday afternoon at 2 o'clock and at 2:30 at St. Peters Slavish Lutheran church, with Rev. Martin Tomaska in charge. Interment will be made in the Hill Grove cemetery.

CLYDE C. PFEIL.

Clyde C. Pfeil, husband of Edith Richmond Pfeil, died Saturday at his home in Pittsburg. He is survived by his widow, one son, Charles, his parents, Mr. and Mrs. Edward A. Pfeil, one brother, Kenneth Pfeil. He was known in Connellsville and Uniontown.

The funeral will be held tomorrow afternoon at the family home, 2112 Carson street, South Side, Pittsburg.

MRS. JULIA A. SHAW.

Mrs. Julia A. Shaw, 75 years old, widow of Samuel Shaw, died suddenly Thursday at the home of her brother, John Moore, at Alverton. She is survived by three stepsons, P. S., A. and G. W. Shaw, all of Youngwood, three brothers, John Moore of Alverton and Henry and Frank Moore, Ruffsdale; one sister, Mrs. John Morton, Hunker; a niece, Mrs. C. L. McGinnis, and one nephew, F. P. Moore, both of Connellsville.

The funeral was held at the home of the brother, John Moore, tomorrow afternoon at 1:30 o'clock and at 2 o'clock at the Church of God at Alverton. The interment will be made in Mount Lebanon cemetery at Tarr.

MRS. JOHN B. SKINNER.

Mrs. Jennie Greenland Skinner, wife of John B. Skinner, died at 11:15 o'clock Friday morning at the old Greenland homestead, 119 West Apple street, where she spent virtually all her life. Her death was not unexpected. She had been ill for the past 11 weeks. Mrs. Skinner was born in Washington county, a daughter of the late John and Emily Greenland, who were among the early residents of Connellsville. Having resided in Connellsville since childhood Mrs. Skinner had formed a wide acquaintance throughout the city and was held in high esteem by her friends. She was married in Morgantown, W. Va., November 20, 1889, to John B. Skinner, one of Connellsville's best known citizens. Deceased was a life long member of the Methodist Episcopal church. She is survived by her husband and two nieces, Mrs. Della G. Schaul of Hillcrest, N. C., and Mrs. Anna Brainard of Washington, D. C.

MRS. DOTTIE SOLOMON.

Mrs. Dottie Solomon, 58 years old, wife of James Solomon, died Thursday at her home at Paisley, Greene county, following a lingering illness. She was an invalid for 11 years. Mrs. Solomon was a daughter of the late Mr. and Mrs. F. S. Whaley and spent her girlhood days in the Morgan valley. Since her marriage she had resided in Greene county. Her husband, five sons, Freeman, Carmichaels, Silas and Isaac, both at home; Albert, Everson; Willis, Uniontown, and one daughter, Mrs. Eva Collins, Lewisville, O.; two sisters, Mrs. Willis Walker, South Connellsville, and Mrs. Howard Hamilton, and one brother, S. S. Whaley, Everson, survive.

MRS. RENA CHRISTOPHER.

Mrs. Rena Christopher, 39 years old, wife of Eastman Christopher, died Wednesday at East Millsboro.

MRS. ANNA M. COVERT.

Mrs. Anna M. Clark Covert, 78 years old, died Wednesday at the home of her daughter, Mrs. H. H. Hodge at Somerset.

ROBERT HILL.

ALVERTON, Sept. 30.—Following a three weeks' illness, Robert M. Hill, Sr., 81 years old, of Alverton, was found dead in his bed at the home of his son, Walter W. Hill, yesterday morning about 9 o'clock. Three weeks ago he had helped his son do some work and since then has been ill. He did not answer when Mrs. Walter Hill called him and on going to his room found him dead. Mr. Hill was one of the oldest residents of the Alverton district, and had resided in the locality for about 30 years. He leaves a wide circle of friends and acquaintances and is also survived by a number of children. He was a member of the Methodist Episcopal church and up until the time of his illness never missed the services.

One sister, Mrs. Margaret Campbell, of Webster, survives, together with the following children: Mrs. Charles Pell, Elyria, O.; Mrs. Samuel Sisley, Altoona; Alexander T. Hill, Elyria, O.; George, Youngwood; Thomas J., Scottdale; John, Robert, William and Walter W., Alverton.

MRS. EDWARD PLITT.

MEYERSDALE, Sept. 27.—Mrs. Amanda Plitt, wife of Edward Plitt, died at her home on Broadway early Sunday morning. Mrs. Plitt had been ill for several years and while she had been very weak for some time her death was rather unexpected as for several days she seemed to be gaining strength. She is survived by her husband and two sons, John and Charles Plitt, both at home. Her daughter, Mrs. Annie Poiser, died four weeks ago.

MRS. SARAH CRAWFORD.

Mrs. Sarah Crawford, 7[illegible] years old, died Wednesday at her home in Brownsville township.

GEORGE W. BALSINGER.

George W. Balsinger, a former resident of Uniontown, died Wednesday in the Soldiers' Home in Washington, D. C. He was 75 years old and was a veteran of the Civil War.


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